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GOLDEN GATE BRIDGE FIESTA - MAY 27-JUNE 2

SAN FRANCISCO MUNICIPAL RECORD

1937

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ANNUAL BLUE BOOK AND

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Golden Gate Bridge Fiesta Week Program

Pre-Fiesta Program

- **MAY 25—TUESDAY**
  Radio Stars Night—"The Fiesta Show"
- **MAY 26—WEDNESDAY**
  Arrival of Cavalcades from Canada, Mexico and Western States—Civic Luncheon.
  Wrestling Match—Queen Coronation Ball.

GOLDEN GATE BRIDGE FACTS

Length overall	**9200 feet**
Length of main spans (Longest in the world by 700 feet)	**4200 feet**
Length of side spans	**1125 feet**
Cost	**$35,000,000**
Decks	**One**
Width of roadway (six auto lanes)	**60 feet**
Sidewalks (each 10½ feet wide)	**Two**
Clearance over high water (span center)	**220 feet**
Height of deck above water (at center)	**266 feet**
Height of two bridge towers (Highest in the world)	**746 feet**
Annual Automobile Capacity	**70,000,000**
Annual truck and bus capacity	**6,000,000**
Length of arch span (Fort Point)	**319 feet**
Height of arch span (Fort Point)	**200 feet**

Fiesta Program

- **MAY 27—THURSDAY**
  GOLDEN GATE BRIDGE PEDESTRIAN WALK
  Spectacular Day Parade to Crissy Field.
  Thrilling Mounted Troop Exhibition.
  Historical Pageant with John Charles Thomas.
  Illumination of Bridge—Fireworks.
- **MAY 28—FRIDAY**
  OPENING OF THE GOLDEN GATE BRIDGE
  Massed Airplane Flight—Flag Raising.
  Cavalcades Review—Bands.
  Arrival of Entire United States Fleet.
  Waldo Approach Dedication with International Log-Sawing Contest at Bridge Head.
  Ground Breaking of Western States Building on Golden Gate International Exposition Site.
  Fashion Shows—Concerts—Official Banquet.
  Mounted Troop's Show.
  Sports—Pageant—Fireworks—Fleet Illumination.
- **MAY 29—SATURDAY**
  Marvelous Marin Fiesta.
  Yacht Races—Marine Sports.
  Special Exhibitions by Mexican Police Cyclists, Cowboys, Indians, etc.—Wild West Show.
  Reception to U. S. Fleet by Army-Navy Club.
  ILLUMINATED NIGHT PARADE
  International Night—Fireworks—Boxing.
- **MAY 30—SUNDAY**
  Special Worship—All Churches.
  Mammoth Yacht Parade—Pageant.
  Memorial Services by School Children and Bridge Workers in Tribute to Golden Gate Bridge Dead.
- **MAY 31—MONDAY**
  MEMORIAL DAY MILITARY PARADE
  Swimming Races.
  Army vs. Navy Baseball Game—Pageant.
- **JUNE 1—TUESDAY**
  Children's Spring Festival — Fleet Cutter Races.
  Massed Bands—Solos—Community Singing.
  Labor Ball—Wrestling.
  Grand Fireworks Finale.
- **JUNE 2—WEDNESDAY**
  Military and Naval Ball.
  Mardi Gras Ball for Army and Navy Enlisted Men.

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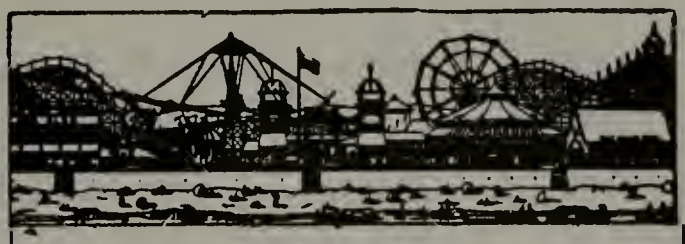

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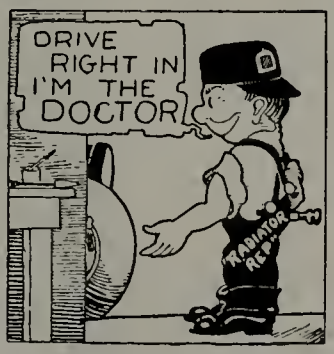

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HONORABLE ANGELO J. ROSSI
Mayor of San Francisco

BIOGRAPHY

MAYOR ROSSI was born at Volcano, Amador County, California, January 22, 1878, when it was one of the live mining camps of the Mother Lode. He is of Italian parentage and was married in 1902 to Miss Grace Allen, has one son, two daughters and six grandchildren. His first civic leadership appeared when he assisted in the founding of the Downtown Association, of which he was president later.

Mayor Rossi was appointed a playground commissioner by Mayor Rolph in 1914. He was elected a member of the Board of Supervisors in 1921 and returned to the board in the election of 1929 by the highest vote on the ticket. He was chosen chairman of the finance committee.

When Mayor James Rolph, Jr., was elected Governor of California in 1930 Mayor Rossi was appointed to fill out his unexpired term on January 8, 1931. He was elected Mayor in November, 1931, and re-elected November, 1935. The date of his taking office by election, January 8, 1932, signalized the installation of San Francisco's new charter.

Mayor Rossi is honored for his able enforcement of the Charter's provisions, the great discernment evidenced in his appointments, his high judgment, and he has won nation-wide recognition as an earnest, efficient executive officer.

ALFRED J. CLEARY
Chief Administrative Officer, City and County of San Francisco

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Telephone MArket 0163

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City Hall Telephone Exchange

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Telephone HEmlock 2121
Mrs. Josephine Black, Chief Operator

SUPERVISOR WARREN SHANNON
President, Board of Supervisors
Chairman, Exposition Affairs and Industrial Development Committee

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Supervisors' Chambers, Second Floor City Hall

Clerk's Office, Room 235, City Hall
Telephone HEmlock 2121

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David A. Barry.....Chief Asst. Clerk

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Warren Shannon, 60 Sansome Street

Adolph Uhl, 357 Ellis Street

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Education, Parks and Recreation—Colman (Chairman), McSheehy, Uhl.

Finance, Revenue and Taxation—Roncovieri (Chairman), Brown, Shannon.

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Judiciary, Legislative and Civil Service—McSheehy (Chairman), Colman, Mead.

Public Health — Schmidt (Chairman), Meyer, Roncovieri.

Public Utilities—Meyer (Chairman), Colman, McSheehy.

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Chairman, Committee on Public Welfare

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Telephone HEmlock 5200

ASSESSOR
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Telephone HEmlock 2121
Criminal Department in Hall of Justice

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(Continued on Page 49)

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Telephone HEmlock 2121

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Chas. E. Bantel.....1906-1907
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Duncan Matheson, incumbent, Sept. 4, 1929

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Cost Accounting Bureau
F. W. McKenzie.....**Chief Clerk**

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W. C. PIDGE
Assistant City Engineer

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Photographer

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SHERIFF

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Telephone HEmlock 2121

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UNDERSHERIFF and OFFICE SUPT.
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CORONER

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Telephone DOuglas 0461-0462

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.....Assistant Autopsy Surgeon
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Raymond Brooks .....
.....Morgue Ambulance Driver
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Ethel Maxwell.....General Clerk Typist

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Chief, Department of Electricity

DEPARTMENT OF ELECTRICITY

Room 205, City Hall
Telephone HEmlock 2121

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City Hall

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Store Room.....264 Golden Gate Avenue
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Room 155, City Hall
Telephone HEmlock 2121

(No More Commissioners under New Charter)

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Affidavit Room.....Local 168
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Basement .....Local 169
Warehouse—Eighteenth and Treat Avenue .....Market 1162
Warehouse—168 Otis Street.....
.....Underhill 1167

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Cameron H. King, Deputy Registrar and Chief Clerk

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T. H. Merkle, Voting Machine Adjuster
Emma H. Bonnifield, Clerk

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Registrar of Voters

CITY PLANNING COMMISSION

Room 252, City Hall
Telephone HEmlock 2121

Meets First and Third Thursday
C. F. Collonan, Pres.....3201 Mission Street
Milton Meyer.....369 Pine Street
W. W. Chapin.....544 Market Street
Wm. P. Wobber.....412 Jessie Street
Mrs. Albert W. Stokes..48 Ashbury Street
Mark Jorgensen, Secretary and Engineer, Room 252, City Hall

MISS EUGENIE SCHENK
Director, County Welfare Department

COUNTY WELFARE DEPARTMENT

Room 105, Health Center Building
Telephone UNderhill 4701, Local 17-19

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Mrs. Eugene Prince, Commissioner, 3421 Pacific Street.
Miss Ruth Turner, Commissioner, Fairmont Hotel.
Guido J. Musto, Commissioner, 535 North Point Street.
Edward Vandeleur, Commissioner, Grant Building.

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McGuire, Margaret.....Gen. Clerk Stenog.
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Raabe, Evelyn .....Braille Typist

PHILIP C. KATZ
Public Administrator

PUBLIC ADMINISTRATOR

Room 463
Telephone MArket 4021

PUBLIC ADMINISTRATOR
PHIL C. KATZ

J. F. Monahan.....Deputy
H. F. Boyen.....Attorney
F. J. Fontes.....Associate Attorney
A. E. Levinson.....Associate Attorney
Fred A. Katz.....Bookkeeper

PUBLIC POUND

16th and Alabama Streets
Telephone MArket 4755
Office Hours: 8 a.m. to 5 p.m.

Matthew McCurrie.....Secretary

Phone UNderhill 8552

James S. Mulvey
Notary Public

480 City Hall San Francisco

DEPARTMENT OF PUBLIC HEALTH

DEPARTMENT OF PUBLIC HEALTH
Central Office
101 Grove Street
Telephone UNderhill 4701

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C. M. Wollenberg..Director of Institutions
Superintendent Laguna Honda Home in charge of Institutions and Administrative Services.

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Superintendent, San Francisco Hospital

J. C. GEIGER, M. D.
Director of Public Health

San Francisco Hospital

Potrero Avenue at Twenty-third Street
MIssion 0820

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Laguna Honda Home

Seventh Avenue at Dewey Boulevard
MOntrose 1580

C. M. Wollenberg, Superintendent.
M. J. Russell, Assistant Superintendent.

Hassler Health Home

Redwood City, San Mateo County
Redwood City 1400

W. C. Van Deventer, M. D., Resident Physician, Acting Superintendent.

Emergency Hospital Service

Edmund Butler, M. D., Chief Surgeon.
George K. Rhodes, M. D., Assistant Chief Surgeon.
James I. O'Dea, Chief Steward.

Stations

Central—(Including Detention Hospital) Polk and Ivy streets, UNderhill 8500 and SUtter 2048; Detention Hospital, UNderhill 2209.

Harbor—88 Sacramento Street, KEarny 1145.

Mission—Potrero Avenue and Twenty-second Street, MIssion 0820.

Ocean Beach—(Open 9 a. m.-5 p. m., Saturdays, Sundays, Holidays only) Great Highway and Sloat Boulevard, MOntrose 0642.

Park—Stanyan Street near Waller Street, LOckhaven 3960.

Alemany—Alemany Boulevard at Onondaga Avenue, DElaware 9307.

Bureau of Communicable Diseases

101 Grove Street, UNderhill 4701

George H. Becker, M. D., Director.
R. W. Burlingame, M. D., Resident Physician, Isolation Division, San Francisco Hospital.

Bureau of Food and Milk

101 Grove Street UNderhill 4701
T. P. Lydon, Director.

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Bureau of Child Hygiene

101 Grove Street, UNderhill 4701

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H. P. Thyle, Chief Inspector.

Division of Plumbing and Gas Appliance Inspection

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Twenty-second Street near Potrero Avenue
MIssion 0820

Kathryn B. Walker, M. D., Acting Director.
Clinton W. Davis, Senior Chemist.

CHARLES M. WOLLENBERG
Superintendent, Laguna Honda Home

Office:
Golden Gate Park, Park Lodge

PARK DEPARTMENT

Telephone:
SKyline 1167

HERBERT FLEISHHACKER
President, Board of Park Commissioners

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SAN FRANCISCO PARKS

Location	Acreage
Alamo—Hayes and Steiner Sts.....	12.5
Alta—Jackson and Steiner Sts.....	12.0
Aquatic—Foot Van Ness Avenue..	32.0
Balboa—Ocean and San Jose Aves.	100.0
Bay View—Third Street.....	30.0
Bernal—Precita Ave. and Folsom St.	2.20
Buena Vista.....	36.0
Civic Center—Gough and Larkin Streets	6.7
Columbia—Harrison and Folsom Streets	2.5
Coso—Precita Avenue and California Avenue	0.25
Dolores—Parked Strip	2.75
Duboce—Duboce and Steiner Sts.	4.4
Fairmont—Bemis Street	1.3
Fleishhacker Playfield, Pool and Zoo—Highway and Sloat Blvd.....	60.0

JOHN McLAREN
Superintendent of Parks and Squares

Franklin—Sixteenth and Bryant Streets	4.4
Garfield—Twenty-fifth and Harrison Streets	2.8
Golden Gate	1013.0
Great Highway	140.0
Harding (Golf Course)—Skyline Boulevard	200.0
Holly—Holly Park Avenue.....	7.5
Home—Second and Brannan Sts...	0.25

PARKER S. MADDUX
Commissioner

Location	Acreage
Huntington—California and Taylor Streets	1.1
Jefferson—Eddy and Gough Sts.....	5.6
Lafayette—Washington and Laguna Streets	9.5
Larsen—Nineteenth Avenue and Ulloa Streets	6.6
Lincoln (Golf Course)—Thirty-fourth Avenue and Clement St.	210.0
Marina—Marina Boulevard	40.0
McCoppin—Twenty-second Avenue and Taraval Street.....	7.5
McKinley—Twentieth and Vermont Streets	4.4
McLaren—Excelsior District.....	426.0
Mission—Eighteenth and Dolores Streets	14.0

(Continued on Page 63)

JOSEPH R. HICKEY
Director of Public Recreation, in charge of Kezar Stadium

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Telephone MArket 6600

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Room 370
City Hall

RECREATION DEPARTMENT

HEmlock
4131

MRS. SIGMUND STERN
President, Recreation Commission

JOSEPHINE DOWS RANDALL
Superintendent, Recreation Department

FATHER LEO W. POWLESON
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Civic Auditorium

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Homer B. Pack....Supervisor, Construction and Maintenance

(Continued on Page 51)

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President, Board of Education and Chairman, Legal Committee

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Chairman, Educational Functions Committee

COMMISSIONER PHILIP LEE BUSH
Chairman, Finance Committee

The San Francisco Board of Education meets on each Tuesday afternoon during the school year at 4:00 o'clock in its meeting room, fourth floor, Civic Auditorium, Polk and Grove Streets, telephone HEmlock 4680. All communications intended for presentation to the Board should be delivered to the secretary prior to 11 a. m. on Tuesday.

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Music—Dennis, Charles M., Director.

Physical Education—Daugherty, Ray, Director.

Texts and Libraries: Teachers' Library—Mooney, Mary F., Supervisor. Office, Civic Auditorium.

San Francisco Junior College—540 Powell Street. President, A. J. Cloud.

HIGH SCHOOLS

Balboa High — Onondaga and Cayuga Avenues. Principal, Robert R. Chase.

Galileo High — Van Ness Avenue and Francisco Street. Fred W. Koch, Principal.

Girls' High—Scott Street, east side, between O'Farrell and Geary Streets. Principal, Charles C. Danforth.

George Washington High School, Thirtieth Ave. and Geary Boulevard. E. S. Cummings, Principal.

High School of Commerce—Van Ness Avenue and Hayes Street. Principal, Clyde W. White.

Lowell High—Block bounded by Hayes, Grove and Ashbury Streets and Masonic Ave. Principal, Le Roy Stephens.

Mission High—Eighteenth Street between Dolores and Church Streets. Principal, Wm. J. Drew.

Polytechnic High—Frederick Street, south side, between Arguello Boulevard and Willard Street. Principal, James E. Addicott.

San Francisco Continuation School—Mission and 16th Streets. Principal, Harry G. Hansell.

JUNIOR HIGH SCHOOLS

Aptos Junior High—Corner Upland Drive and Aptos Avenue. Principal, Charles A. Simonds.

Everett Junior High — Sixteenth and Church Streets. Principal, Laurence M. Childers.

Francisco Junior High—East Side Powell Street, between Chestnut and Francisco Streets. Principal, Wallace M. Taylor.

Horace Mann Junior High—Valencia and Twenty-third Streets. Principal, William F. Fawcett.

James Lick Junior High — Twenty-fifth and Noe Streets. Principal, John P. Burnside.

John Swett Junior High—McAllister St., north side, between Franklin and Gough Streets. Principal, J. Carl Bowman.

Marina Junior High School—Fillmore and Chestnut Streets. Walter C. Nolan, Principal.

Portola Junior High—Bacon Street, north side, between Berlin and Girard Streets. Principal, George H. Learned.

Presidio Junior High—Location: On 30th Avenue, between Geary and Clement Streets. Principal, Carl Anderson.

Roosevelt Junior High—Arguello Boulevard, near Geary Street. Principal, Ralph Lehman.

ELEMENTARY SCHOOLS

Adams School—Kindergarten to 6th Grade inclusive. Eddy Street, north side, between Van Ness Avenue and Polk St. Principal, Josephine Downey.

Alamo School — Kindergarten to 6th Grade inclusive. East side Twenty-third Avenue, between Clement and California Streets. Principal, Mabel A. Sykes.

Alvarado School—Kindergarten to 6th Grade inclusive. Twenty-second and Douglas Streets. Principal, Cicely O'Connor.

Andrew Jackson School—Kindergarten to 6th Grade inclusive. South side of Grove Street, near Clayton Street. Principal, Elizabeth Mennie.

JOSEPH P. NOURSE
Superintendent of Schools

Argonne School — Kindergarten to 6th Grade inclusive. Cabrillo Street and 17th Avenue. Principal, Miss Jane Hinds.

Bay View School — Bay View Street, south side, between Pomona and Flora Streets. Principal, Ellie McPhee Fifer.

Bret Harte School—Kindergarten to 6th Grade inclusive. Third Street and Key Avenue. Principal, Genevieve McGivney.

Bryant School—Kindergarten to 6th Grade inclusive. Bryant Street, east side, between Twenty-second and Twenty-third Streets. Principal, Mrs. Irene E. Kelly.

***Buena Vista School**—(Health Classes). Bryant Street, east side, between Eighteenth and Nineteenth Streets. Principal, Mary T. Lahey.

Burnett School — Kindergarten to 4th Grade inclusive. Lane Street and Newcomb Avenue, southwest corner. Principal, Ellie McPhee Fifer.

Cabrillo School — Kindergarten to 6th Grade inclusive. Twenty-fourth Avenue, between Balboa and Cabrillo Streets. Principal, Mary C. Burke.

Children's Hospital Class—California and Maple Streets. Teacher, Grace Mosby.

Cleveland School—Kindergarten to 6th Grade inclusive. Persia Avenue, east side, between Athens and Moscow Streets. Principal, Alice Dailey.

Columbus School—Kindergarten to 6th Grade inclusive. Twelfth Avenue, west side, between Kirkham and Lawton Streets. Principal, Leota Shuck.

Commodore Sloat School—Kindergarten to 6th Grade inclusive. Ocean Avenue and Junipera Serra Boulevard. Principal, Elvina L. Berard.

Commodore Stockton School—Kindergarten to 6th Grade inclusive. Washington Street between Powell and Stockton Streets. Principal, Anna T. Croughwell.

Daniel Webster School—Kindergarten to 8th Grade inclusive. Missouri Street, between Nineteenth and Twentieth Streets. Principal, Cornelius A. Davis.

Diagnostic Classes — 750 Eddy Street. Under direction of Emma Noonan, Supervisor, Bureau of Attendance.

Douglas School — Kindergarten to 6th Grade inclusive. Nineteenth and Collingwood Streets, southwest corner. Principal, Blanche MacCuaig.

Dudley Stone School—Kindergarten to 8th Grade inclusive. Haight Street, south side, between Masonic and Central Avenues. Principal, Mary R. Carew.

Edison School—Kindergarten to 6th Grade inclusive. Dolores and Twenty-second Street. Principal, Josephine Saunders.

Edward Robeson Taylor School—Kindergarten to 6th Grade inclusive. Burrows and Somerset Streets. Principal, Etta H. Tessmer.

Emerson School—Kindergarten to 6th Grade inclusive. Pine Street, north side, between Divisadero and Scott Streets. Principal, Pauline Ryder.

Excelsior School—Kindergarten to 3rd Grade inclusive. Excelsior Avenue and London Street. Principal, Susie Convery.

Fairmont School — Kindegarten to 8th Grade inclusive. Chenery Street, east side, between Randall and Thirtieth Streets. Principal, Kathryn McGough.

Farragut School — Kindergarten to 6th Grade inclusive. Holloway Avenue, so. side, between Capitol and Faxon Avenues. Principal, Alice A. Walsh.

Francis Scott Key—Kindergarten to 8th Grade inclusive. Forty-second Avenue, west side, between Irving and Judah Streets. Principal, Mrs. Mabel Davidson.

Franklin School — Kindergarten to 6th Grade inclusive. Eighth Street, east side, between Harrison and Bryant Streets. Principal, Bessie Carmichael.

Frank McCoppin School—Kindergarten to 6th Grade inclusive. Seventh Avenue, east side, between Balboa and Cabrillo Streets. Principal, Effie Smith.

Fremont School — Kindergarten to 6th Grade inclusive. McAllister Street, no. side, between Broderick and Baker Sts. Principal, Aileen McCarthy.

Garfield School — Kindergarten to 6th Grade inclusive. Kearny and Filbert Streets. Principal, Catherine Hanlon.

Geary School—Kindergarten to 6th Grade inclusive. On Cook Street, near Geary Street. Principal, Kathleen Spain.

George Peabody School—Kindergarten to 6th Grade inclusive. Seventh Avenue, east side, between California and Clement Streets. Principal, Mabel Ellis.

Glen Park School—Kindergarten to 8th Grade inclusive. Brompton Avenue and Bosworth Street. Principal, Mrs. Laura D. Pierson.

Golden Gate School—Kindergarten to 6th Grade inclusive. Golden Gate Avenue, north side, between Scott and Pierce Streets. Principal, Josephine Seavey.

* Will move to new building in August, 1937.

Gough School—Oral Deaf Classes. Washington Street, south side, between Franklin and Gough Streets. Principal, Mrs. Agnes Tardelli.

Grant School—Kindergarten to 8th Grade inclusive. Pacific Avenue, north side, between Broderick and Baker Streets. Principal, Mrs. E. Dacre.

Grattan School — Kindergarten to 8th Grade inclusive. Shrader and Grattan Streets, southeast corner. Principal, Alicia Brimskill.

Guadalupe School—Kindergarten to 8th Grade inclusive. Cordova and Prague Streets. Principal, Susie A. Ward.

Hancock School — Kindergarten to 6th Grade inclusive. Filbert Street, north side, between Jones and Taylor Streets. Principal, Julia Coffey.

Hawthorne School — Kindegarten to 6th Grade inclusive. Shotwell Street, east side, between Twenty-second and Twenty-third Streets. Principal, Mary Reene.

Hillcrest School — Kindergarten to 6th Grade inclusive. Silliman and Cambridge Streets. Vice-Principal in charge, Agnes Kelly.

Irving M. Scott — Kindergarten to 6th Grade inclusive. Tennessee Street, west side, north of Twenty-second Street. Principal, Cornelius Adams.

Jean Parker School—Kindergarten to 6th Grade inclusive. Broadway, north side, between Powell and Mason Streets. Principal, Genevieve Carroll.

Jefferson School — Kindergarten to 8th Grade inclusive. Nineteenth Avenue, east side, between Irving and Judah Streets. Principal, Elizabeth Kelly.

John Muir School—Kindergarten to 6th Grade inclusive. Webster and Page Sts., east side of Webster. Principal, Mrs. Edith Cochran.

Junipero Serra School—Kindergarten to 6th Grade inclusive. Highland Avenue and Holly Park Circle, southwest corner. Principal, Pauline Des Roches.

Kate Kennedy School—Kindergarten to 6th Grade inclusive. Noe Street, west side, between Day and Thirtieth Streets. Principal, Hilda May.

Lafayette School—Kindergarten to 6th Grade inclusive. Anza Street, between Thirty-sixth and Thirty-seventh Avenues. Principal, Elizabeth Hauselt.

Laguna Honda School—Kindergarten to 8th Grade inclusive. Seventh Avenue, east side, between Irving and Judah Streets. Principal, Clara White.

Lawton School — Kindergarten to 6th Grade inclusive. On Thirtieth Avenue, near Lawton Street. Principal, Edna Harrington.

Le Conte School — Kindergarten to 6th Grade inclusive. Harrison Street, between Precita Avenue and Army Street. Principal, Matilda A. Levy.

Lincoln School — Kindergarten to 3rd Grade inclusive. Harrison and 4th Sts. Principal, Bessie Carmichael.

Longfellow School—Kindergarten to 8th Grade inclusive. Lowell and Morse Sts. Principal, Alice Chalmers.

Madison School — Kindergarten to 6th Grade inclusive. Clay Street, south side, between Arguello Boulevard and Cherry Street. Principal, Dora Plagemann.

Marshall School — Kindergarten to 6th Grade inclusive. Capp and Fifteenth Streets. Principal, Anne B. Haigh.

McKinley School—Kindergarten to 6th Grade inclusive. Fourteenth and Castro Streets. Principal, Jane Ryan.

Monroe School—5th to 8th Grade inclusive. Excelsior Avenue and Lisbon Street. Principal, Susie Convery.

COMMISSIONER
MRS. LLOYD DINKELSPIEL
Chairman, Educational Bureau Committee

Pacific Heights School—Kindegarten to 8th Grade inclusive. Jackson Street, north side, between Fillmore and Webster Streets. Principal, M. Lily Love.

Parkside School—Kindergarten to 7th Grade inclusive. Twenty-fifth Avenue and Ulloa Street, east side. Principal, Gertrude Whiteside.

Patrick Henry School—Kindergarten to 6th Grade inclusive. Vermont Street, east side, between Eighteenth and Nineteenth Streets. Principal, Mrs. Emma Maland.

Paul Revere School—Kindergarten to 8th grade inclusive. Folsom and Tompkins Avenue. Principal, Anita Bain.

Raphael Weill School—Kindergarten to 6th Grade inclusive. Buchanan and O'Farrell Streets. Principal, Bertha J. Klaus.

Redding School—Kindergarten to 8th Grade inclusive. Southwest corner Pine and Larkin Streets. Principal, Merton Minkler.

Sanchez School—Kindergarten to 6th Grade inclusive. Sanchez Street, east side, between Sixteenth and Seventeenth Streets. Principal, Margaret L. Dunn.

MISS BERTHA E. ROBERTS
Deputy Superintendent of Schools

San Francisco Hospital Class—Twentieth Street and Potrero Avenue. Senior Teacher, Eliza McKinne.

San Miguel School—Kindergarten to 6th Grade inclusive. San Jose Avenue and Seneca Street. Principal, Mary C. O'Connell.

Sarah B. Cooper School—Kindergarten to 6th Grade inclusive. Lombard and Jones Streets. Principal, Julia Coffey.

Sheridan School—Kindergarten to 8th Grade inclusive. Capitol Avenue, west side, between Lobos and Farallone Streets. Principal, Lillie Kinney.

Sherman School—Kindergarten to 8th Grade inclusive. Union Street, south side, between Franklin and Gough Streets. Principal, Mrs. Agnes R. Tardelli.

Shriners Hospital — Nineteenth Avenue and Lawton Streets. Senior Teacher, Alice McDonald.

Spring Valley School—Kindergarten to 8th Grade inclusive. Jackson Street, south side, between Hyde and Larkin Streets. Principal, Naomi Hause.

Starr King School—Kindergarten to 6th Grade inclusive. Twenty-fifth and Utah Streets. Principal, Marie Tospey.

Sunnyside School — Kindergarten to 6th Grade inclusive. Hearst Avenue, south side, between Foerster and Edna Streets. Principal, Alice Corbett.

Sunshine School—Classes for Crippled Children. West side Dolores Street, between Seventeenth and Eighteenth Streets. Principal, Carrie Daly.

Sutro School—Kindergarten to 6th Grade inclusive. Thirteenth Avenue, east side, between California and Clement Streets. Principal, Margaret Croak.

Twin Peaks School—Kindergarten to 6th Grade inclusive. Corbett Avenue, between Iron and Copper Avenues. Principal, Cicely O'Connor.

Alta Vista—(Denman Building)—Hayes and Pierce Streets. Principal, Mary Carmichael.

Visitacion Valley School—Kindergarten to 8th Grade inclusive. Visitacion Avenue and Schwerin Street. Principal, Mary A. Nolan.

Washington Irving School—Kindergarten to 6th Grade inclusive. Broadway, between Montgomery and Sansome Sts. Principal, Alice R. Power.

West Portal School—Kindergarten to 6th Grade inclusive. Taraval Street, Claremont Boulevard and Lenox Way. Principal, Charlotte Estes.

Winfield Scott—Kindergarten to 6th Grade inclusive. On Divisadero Street, between Beach and North Point Streets. Principal, Mollie Smith.

Yerba Buena School—Kindergarten to 8th Grade inclusive. Greenwich Street, north side, between Webster and Fillmore Streets. Principal, Genevieve Carroll.

EVENING HIGH SCHOOLS

Balboa Evening High School—In Balboa High School Building. Principal, Frank Fenton.

Evening High School of Commerce—In High School of Commerce Building. Principal, Charles A. Lamp.

Galileo Evening High School—In Galileo High School Building. Principal, George B. Finnegan.

Humboldt Evening High School—In Mission High School Building. Principal, Edgar S. Anderson.

Polytechnic Evening High School—In Polytechnic High School Building. Principal, Clinton L. Markley.

FIRE DEPARTMENT

FIRE DEPARTMENT

Room 2, City Hall
Telephone UNderhill 8000

Thos. R. Creely, Pres.....
.....3170 Sacramento St.
Alfred Ehrman, Com.....354 Sixth St.
Victor A. Sbragia, Com...649 Green Street
Frank T. Kennedy.....Chief Clk. and Sec.

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ASSISTANT CHIEF ENGINEERS
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George L. Trapp

District No. 2—Headquarters at Engine 35, 38 Bluxome Street
George S. Nisson

District No. 3—Headquarters at Engine 14, 1051 McAllister Street
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Thomas E. Kenney

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John Mahoney

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ALFRED EHRMAN
Commissioner

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District No. 8—Headquarters at Engine 2, 460 Bush Street
Allen Matlock
Michael Rudonick

THOMAS R. CREELY
President, Board of Fire Commissioners

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Alfred J. Galli
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Rudolph Schubert.....City Hall
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City Hall

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Samuel Bermingham.....Superintendent
Chris. Gerlach..Foreman, High Pres. Sys.

(Continued on Page 43)

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Commissioner

HALL OF JUSTICE
Kearny & Washington Streets

POLICE DEPARTMENT

Telephone
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Chief of Police

CHARLES F. SKELLY
Deputy Chief of Police

THEODORE J. ROCHE
President, Board of Police Commissioners

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Southern—Captain Emmett Moore, Co. B, 360 Fourth Street.

Harbor—Captain George M. Healy, Co. C, N. E. corner of Drumm and Commercial Streets.

(Continued on Page 53)

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CAPTAIN CHARLES GOFF
Traffic Department

CAPTAIN MICHAEL RIORDAN
Department Secretary

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Franklin K. Lane, 1899-1902
Percy V. Long, 1902-1906
William J. Burke, 1906-1908
Percy V. Long, 1908-1916
George Lull, 1916-1926
John J. O'Toole, January, 1926, to date

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550 Montgomery Street
Telephone DOuglas 2838

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Joseph T. O'Connor.....Sr. Atty. Crim.
Leslie C. Gillen.....Sr. Atty. Crim.
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Address, 550 Montgomery Street

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Frank H. Dunne
Judge of Superior Court

CHIEF PROBATION OFFICER

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Delivery Hall—Second floor.
Reading Room—Second floor.
Periodical Reading Room—Third floor.
Reference Department—Second floor.
Music Department—Third floor.
Newspaper Department—First floor.
Children's Room—First floor.
Registration Office—Second floor.

Telephone Service

Information Desk—
Saturday evenings, Sundays, holidays: HEmlock 2165.
Book Renewal Desk—
Week days: HEmlock 2121, Local 59.
Saturday evenings, Sundays, holidays: HEmlock 2164.
Reference Department—
Week days: HEmlock 2121, Local 53.
Saturday evenings, Sundays, holidays: HEmlock 2167.
Music Department—
Week days: HEmlock 2121, Local 49.
Saturday evenings, Sundays, holidays: HEmlock 2166.
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Week days: HEmlock 2121, Local 47.
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ASSISTANT DISTRICT ATTORNEY

August L. Fourtner
In charge of Grand Jury Matters
58 Sutter Street, KEarny 6112

EXPERT AND ASSISTANT

William J. Lynch
457A City Hall, UNderhill 8552

Address Communications to
457 City Hall,
UNderhill 8552
Night No., UNderhill 8561

Only matters presented by the Presiding Judge or District Attorney or in writing will be considered.

Grand Jury meets Mondays, 8 p. m., Room 457, City Hall.

GRAND JURY ORDER OF BUSINESS

1. Roll Call.
2. Reading of Minutes.
3. Unfinished Business.
4. Communications.
5. Matters from District Attorney's Office.
6. Reports of Committees.
7. General Remarks.

1937 Grand Jury (2nd)

CANEPA, EMILE J.—Mission florist, 3230 Twenty-second Street, phone MIssion 2104; residence, 3368 Twenty-fourth Street, phone VAlencia 2456.

CHRISTOFFERSON, RALPH W.—Sullivan Machinery Company, 145 Tenth Street, phone HEmlock 2446; residence, 737 Pine Street.

COLDWELL, CEDRIC S.—Realtor: Coldwell, Cornwall & Banker, 57 Sutter Street, phone SUtter 5420; residence, 2299 Pacific Avenue, phone FIllmore 7637.

CRESSEY, FRANK A.—Vice-President H. R. Basford Company, 425 Second Street, phone EXbrook 7075; residence, 947 Green Street, phone ORdway 6080.

DILL, MARSHALL—Importer and exporter, 510 Montgomery Street, phone GArfield 7526; residence, 2714 Divisadero Street, phone FIllmore 3957.

DUNN, JOHN F.—Stocks and bonds: Manheim, Baker & ver Mehr, 440 Montgomery Street, phone DOuglas 5033; residence, 400 Pacheco, phone LOckhaven 2615.

ERNST, HUGO—President Waiters' Union, Local No. 30, 1256 Market Street, phone HEmlock 2113 or HEmlock 9033; residence, 630 Twenty-fourth Avenue, phone SKyline 2685.

FARQUHAR, FRANCIS P.—Certified public accountant, 1321 Mills Tower, phone DOuglas 4982; residence, 2125 Hyde Street, phone ORdway 0275.

FRIEDMAN, MAXFIELD H.—Investment broker, 111 Sutter Street, phone EXbrook 2460; residence, 1960 Vallejo Street, phone WAlnut 4903.

GABRIEL, WILLIAM F.—Assistant vice-president Wells Fargo Bank & Union Trust Company, Montgomery and Market streets, phone SUtter 1500; residence, 2525 Larkin Street, phone ORdway 6225.

HAMMER, EDWIN C.—Sales manager Leslie Salt Company, 310 Sansome Street, phone SUtter 1386; residence, 2707 Larkin Street, phone GRaystone 6114.

LACHER, LESTER—Vice-president Guggenhime & Co., 150 California Street, phone GArfield 1984; residence, 1275 Greenwich Street, phone GRaystone 5831.

McCORMICK, HARRY E.—Secretary-treasurer Construction and General Laborers' Union, Local 261, 200 Guerrero Street, phone MArket 0932; residence, 42 Wilder Avenue, phone RAndolph 5856.

PFINGST, MRS. FLORENCE PORTER—Widow of Ferdinand Pfingst, Fairmont Hotel, phone DOuglas 8800.

ROLPH, THOMAS — Merchandise broker, president Rolph, Mills & Co., Rialto Bldg., phone SUtter 1100; residence, 152 Twenty-eighth Avenue, phone BAyview 1765.

STEWART, JOHN E.—Secretary-treasurer Brotherhood of Teamsters, 536 Bryant Street, phone SUtter 4617; residence, 70 Norton Street, phone RAndolph 0828.

VOWINKEL, HENRY—Decorator, 350 Hayes Street, phone HEmlock 5582; residence, 251 Ivy Street.

WALSH, JAMES W.—Stocks and bonds: E. F. Hutton & Co., 160 Montgomery Street, phone DOuglas 3212; residence, 2437 Anza Street, phone BAyview 4969.

WIHTAHAND, MAURICE—Dry goods, 630 Divisadero Street, phone FIllmore 0866; residence, 1145 Hayes Street.

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PRESIDENT ROOSEVELT has invited the nations of the world to participate in the 1939 Golden Gate International Exposition. In his proclamation the President has given definite reasons for the holding of the World's Fair in Western America's most romantic city. The President has said:

"There is to be held at San Francisco during the year 1939 a World's Fair which has for its purpose the celebration of the completion of the San Francisco-Oakland Bridge and the Golden Gate Bridge, and which is designed to depict and exhibit the progress and accomplishments of the Pacific area of the United States in science, industry, business, transportation and culture, and which, because of its world character, will contribute to the cordial relations among the nations of the world."

Today this greater World's Fair, planned for 1939, has brought pledges of participation from many of the states of our Nation, from leading nations of Central and South America, from the Orient, from the South Seas and from Europe. It will be the greatest exposition ever staged by any nation bordering on the Pacific, perhaps the greatest exposition of all time.

The conception of an "All-Western States" exhibit in 1939 is particularly attractive. It will draw world attention to the vast projects, the agricultural, industrial and cultural expansion, and other factors emphasizing the rise of the Western Empire. It will reveal to the world the magnitude of the territory west of the Rockies and the friendship we have with our neighbors.

California, and other far western states, should reap widespread financial and population benefits from the 1939 Golden Gate International Exposition. Millions of visitors will come to our city. To many of them there will be afforded the opportunity to visit and tarry at nearby cities and points of interest. To all of them, who desire to take the time, there will be the opportunity to visit the Sacramento Valley—the "Golden Empire"; to cross the Bay and see "Marvelous Marin"; to journey into the San Joaquin, the richest agricultural belt of the Nation; to journey northward through the wonderful Redwood Empire; to tour southward through beautiful Santa Clara and the Salinas Valley—the "Green Bowl" of the Nation—and on to the enchantment of Monterey and to glorious Southern California; and all will want to see our twin city of Oakland, and Berkeley, and Alameda.

San Francisco is the gateway between America and the Orient. The two bridges the people of California have planned and are bringing to completion are the greatest structures of the kind in the world. California has asked all the people of the nation, and all the people of the world, to join in the celebration of the two inspirational achievements. We predict that the 1939 Golden Gate International Exposition will be the most beautiful, entertaining and successful exposition of all time.

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Ernest O. Meyer..Assistant Supervisor of Athletics
James P. Lang.....Assistant Supervisor of Athletics
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Helen Center.....Supervisor of Swimming
Clifford Nelson.....Supervisor, Visual Recreation
Stella Harris.....Supervisor, Children's Gardens
Lydia Patzelt.....Supervisor, Dancing
Helen Matthais.....Director, Boys' Choir and Junior Civic Chorus
Ernest Bacon.....Director, Junior Civic Symphony Orchestra
Bertram Walker.....Director, Junior Museum
Louise Kelly..General Clerk-Stenographer
Mary N. Kraut.....General Clerk-Typist
Harold M. Davis.....General Clerk
Mary O'Brien....Gen'l Clerk-Stenographer

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Aptos Playground—Aptos and Ocean Avenues—Alex Young, Yvette Perstein.
Argonne—Eighteenth Avenue between Geary and Anza Streets—Orenia Menzel.
Bay View—Third and Armstrong Streets—John Mooney.
Bernal Playground and Center—Moultrie and Jarboe Streets—Camilla Lilienthal.
Cabrillo Playground—Thirty-eighth Avenue near Cabrillo Street.
Chinese Playground—Sacramento Street between Stockton Street and Waverly Place—Oliver Chang, Pauline McGuire.
Clement Tennis Courts—Thirtieth Avenue near Clement Street.
Crowley, Father, Playground—Seventh and Harrison Streets—Nellie Fitzpatrick and Fred Levy.
Dolores Horseshoe Links—Twenty-fifth and Mission Streets.
Douglass Playground—Twenty-sixth and Douglass Streets—Rita McLaughlin.
Drama Studio—2435 Sacramento Street—Gertrude Freese (Hester Proctor, in charge).
Excelsior Playground and Center—Russia and Madrid Streets—Jack Fitzgerald, Nancy Bean.
Folsom Playground—Twenty-first and Folsom Streets—Theo. Hamm, Nellie Shepherd, Paul Gay.
Funston Playground and Center—Chestnut and Buchanan Streets—Julius DeMeyer, Jack Dillon, Dorothy Mitchell.
Glen Park Playground—Chenery and Elk Streets—Walter Sparks, Mignon Dahl.
Hamilton—Geary and Scott Streets—Aileen Jones, Thomas Carroll.
Hayes Valley Recreation Center and Cottage—Hayes and Buchanan Streets—Allan J. Sullivan, Gertrude Simonton.
Hayward, Margaret S., Girls' Playground—Golden Gate Avenue and Laguna Street—Jeanette Nathan.
Hayward, Margaret S., Boys' Playground—Golden Gate Avenue and Gough Street—Clarence Nelson.
Jackson Playground and Center—Seventeenth and Carolina Streets—Edwin Murphy, Mary Allio.
Julius Kahn—Presidio Reservation, one block below Jackson Street, between Spruce and Locust Streets—Marie Fox.
Levi Strauss Playground—Fourteenth and Valencia Streets—Alice Mulligan.
Michelangelo Playground and Center—Greenwich Street, beteween Jones and Leavenworth Streets—Phyllis Fogerty, Charles Molinari.
Mission—Nineteenth and Angelica Sts. Hulda Popper, Garland Hoffman.
Noe Valley Tennis Courts—Twenty-fourth and Douglass Streets.
North Beach Playground—Lombard and Mason Streets—James Morena, Lillian Fry, Louis DiResta.
North Beach Annex—555 Chestnut Street—Dominic Garassino.
Ocean View Playground—Plymouth Avenue and Lobos Street—Edward McDevitt, Phyllis Sisk.
Portola Playground and Center—Felton and Holyoke Streets—Alice Slater, Harold Meyer, Esther Ehlert, Helen Schufelt, Jos. Rock.
Presidio Heights Playground—Clay Street near Walnut Street—Marian McCarthy.
Richmond Playground—Eighteenth Avenue between Lake and California Streets—Bernice Dougherty.
Richmond Tennis Courts—Eighteenth Avenue between Clement and California Streets—Bernice Dougherty.
Rochambeau Playground—Twenty-fourth Avenue between Lake and California Streets—Mary Mortigia.
James Rolph, Jr., Playground—Potrero Avenue and Army Street—Imelda Cashin.
Sigmund Stern Recreation Grove—Nineteenth Avenue and Sloat Boulevard—Joseph McCaffrey, Burke Mitchell.
Southside Center—Seventh and Bryant Streets.
Visitacion Valley Playground—Cora and Leland Streets—Jess Fischer.
West Portal—Ulloa and Lennox Way—Jeanette Bravinder.
Helen Wills Playground—Broadway and Larkin Street—Alma Raine.

DIRECTORS OF SCHOOLYARDS AND PLAYGROUNDS

Alvarado—Twenty-second and Douglass Streets—Bernardine Connell.
Detention Home—150 Otis Street—Irene Raffo.
Douglass—Nineteenth and Collingwood Streets—Alice G. Ickes.
Edison—Dolores and Twenty-second Streets—Vera Hollenffer.
Guadalupe—Cordova and Prague Streets—Ruth O'Connor.
Hearst—Hermann and Fillmore Streets—Margaret Chaquette.
Jackson, Andrew—Hayes Street between Cole and Clayton Streets—Edward Barry.
Jefferson—Nineteenth Avenue between Irving and Judah Streets—Farley Mohum.
Key, Francis Scott—Forty-second Avenue and Irving Street—Clair Otten.
Lafayette—Anza Street near Thirty-sixth Avenue—Dorothy Bartels.
Laguna Honda—Seventh Ave., between Irving and Judah Streets—Mabel Levy.
Lick, James, Junior High—Twenty-fifth and Noe Streets—Marie Barry.
Longfellow—Lowell and Morse Streets—Betty McRae.
Horace Mann Junior High—Valencia and Twenty-third Streets—Ervin Delman.
McKinley—Fourteenth and Castro Streets—Harry Gray.
John Muir—Page and Webster Streets—Merida Cummings.
Pacific Heights—Jackson between Fillmore and Webster Streets — Frank Jones.
Presidio Junior High—Thirtieth Avenue, between Geary and Clement Streets—Edward Cockrun.
Scott, Winfield — Divisadero between Beach and North Point—Olive Shannon.
Sutro—Thirteenth Avenue near California Street—Jane Koepff.
Weill, Raphael—Buchanan and O'Farrell Streets—Robert Lapachet.

SCHOOL GYMNASIUMS SUPERVISED EVENINGS

Aptos Junior High—Upland Drive and Aptos Avenue—Sylvester Kelly, Bernice Bryan.
Everett Junior High — Sixteenth and Church Streets—Louis Conlan, Mary McGloin.
Francisco Junior High—Powell Street between Chestnut and Francisco Streets—Earl White.
Girls' High—Scott Street between O'Farrell and Geary Streets—Rose St. Amant.
James Lick Junior High—Castro, Clipper, Noe, Twenty-fifth Streets—B. L. Stanley.
Mann, Horace, Junior High—Valencia and Twenty-third Streets—Henry Thompson.
Presidio Junior High—Thirtieth Avenue, between Geary and Clement Streets—Joshua Faulkner.
Roosevelt Junior High—Arguello Blvd., near Geary Street—Harry Amey.

MISCELLANEOUS UNITS

Mission Swimming Pool—Nineteenth and Angelica Streets.
North Beach Swimming Pool—Lombard and Mason Streets.
San Francisco Mountain Camp—Mather, Tuolumne County.
Storeyard and Building—150 Hampshire Street.

PROSPECTIVE PLAYGROUND SITES

Crocker-Amazon Reservoir—Geneva Avenue and Moscow Street.
Gilman Beach—Gilman and Griffith Sts.
Ingleside and Junior Museum—adjoining Balboa Park.
Ortega—Ninth Avenue and Ortega Street.
Phelan, James D., Recreation Beach—Sea Cliff Avenue near Twenty-eighth Avenue.
Potrero Hill—Twenty-second and Arkansas Streets.
Rossi, Angelo J.—Arguello Boulevard and Edward Street.
St. Mary's Park—Crescent Avenue and Agnon Avenue.

FUTURE PLAYGROUNDS
(Land Being Purchased)

Bay View—In block bounded by Oakdale, Newcomb, Lane and Mendell Streets.
Corona Heights (Eureka Valley District)—Frontage on State and Fifteenth Streets.
Eureka Valley—In block bounded by Eighteenth, Nineteenth, Collingwood and Diamond Streets.
Haight-Asbury—In block bounded by Alma, Rivoli, Shrader and Stanyan Streets.
Longfellow—In block bounded by Lowell, Morse, Brunswick and Whittier Streets.
Sunset—In block bounded by Twenty-eighth, Twenty-ninth Avenues and Lawton and Moraga Streets.
Upper Noe Valley—In block bounded by Day, Thirtieth, Church and Sanchez Streets.

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POLICE DEPARTMENT

(Continued from Page 32)

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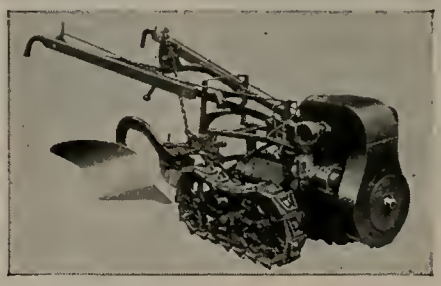

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Day Games, 2:45
Night Games, 8:15
Sunday Games (Double Headers) 1:30

May 18-23..Los Angeles at San Francisco
May 25-31.....Oakland at San Francisco
June 1- 6....Sacramento at San Francisco
June 8-13.....Los Angeles at Mission
June 15-20.....Mission at San Francisco
June 22-27.....Seattle at San Francisco
June 29-July 5....San Francisco at Mission
July 6-11.....San Diego at Mission
July 13-18.....Portland at San Francisco
July 20-22....Los Angeles at San Francisco
July 23-25.....Seattle at Mission
July 27-Aug. 1....Oakland at San Francisco
Aug. 3- 8....Sacramento at San Francisco
Aug. 10-12.....Sacramento at Mission
Aug. 13-15.....Oakland at Mission
Aug. 17-22.....Portland at Mission
Aug. 24-29.....Seattle at San Francisco
Aug. 31-Sept. 2.....Los Angeles at Mission
Sept. 3- 6.....San Diego at San Francisco
Sept. 7-12.....San Francisco at Mission
Sept. 14-19.....San Diego at Mission

INSPECTOR PETER R. MALONEY
Founder of South of Market Boys
General Chairman, Shut-in Day

SOUTH OF MARKET BOYS HELPING THE SHUT-INS

Shut-in Day, June 20, will be celebrated with a baseball game for the benefit of the Shut-ins in the Seals' Stadium, at Sixteenth and Bryant streets.

Approximately 250 shut-ins will attend. Fort Miley and Letterman General Hospitals also will have shut-ins attending.

Proceeds from the ball game will go into a fund which will be handled by a board of trustees.

The funds will be distributed for indigent shut-ins. The committee also intends if the fund is large enough to give a liberal contribution to the blind so they may carry on their work.

Peter R. Maloney is general chairman, and George McDonald is general secretary, of Shut-in Day, assisted by the South of Market Boys and the Sunrise Breakfast Club.

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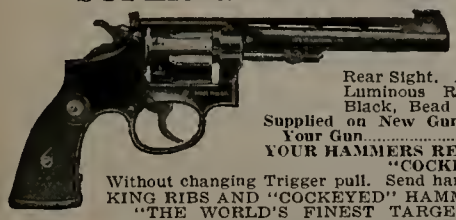
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Citizens, City and County Officials Join to Make Bridge Celebration Gala Affair

By SUPERVISOR ARTHUR M. BROWN

SUPERVISOR ARTHUR M. BROWN, Jr., of San Francisco, general chairman of the Golden Gate Bridge Fiesta to be held in San Francisco May 27 to June 2 to celebrate the opening of the world's longest single suspension span.

SHAKESPEARE had Puck put a girdle about the earth in forty minutes. In a little more than four years Chief Engineer Joseph B. Strauss has woven a ribbon of steel across the portal of the world's mightiest ocean. He has dreamed in steel and conceived in stone and wrought in both. And now the day of his glory is at hand.

In telling the story of the Golden Gate Bridge, Mr. Strauss told the American Association of Port Authorities' meeting at the Fairmont Hotel last October:

"I take no credit for being the originator of the project. Mr. M. M. O'Shaughnessy, then city engineer of San Francisco, in 1917 invited me to tackle this problem of bridging the Golden Gate."

Under the resolution of Congressman Richard J. Welch, then Supervisor Welch, the city secured a survey and soundings and other necessary data, and in 1919 Mr. Strauss submitted a design. Edward Rainey, then secretary to Mayor James Rolph, Jr., was attracted by Mr. Strauss' solution and undertook to forward the project. He had Mayor Rolph call a meeting at Santa Rosa in 1923 of various counties to create a bridge district to finance the project.

The Golden Gate Bridge and Highway District Act was passed in 1923. It took six years more to get the bridge district into operation. Early in 1929 the bridge directors were appointed and with Mr. Strauss as chief engineer and A. H. Ammann, Leon Moiseiff and Charles Derleth, Jr., as consulting engineers, a basic design for the bridge was determined upon.

At the first meeting of the Board of Engineers, Mr. Strauss proposed instead of a cantilever suspension, first proposed, the use of a simple suspension bridge.

"I did not attempt," Mr. Strauss remarks, "as some people have said to create the longest bridge in the world. We located the San Francisco pier about 1000 feet out. That gave us 65 feet of water. This and the slanting rock bed made it unwise to go out farther. When we came to the design of the Marin pier, which was located about 200 feet offshore, I decided to move that pier back 200 feet and put it on the projecting rock.

That is how the Golden Gate Bridge came to have the longest single suspension span in the world—longer by 700 feet than the celebrated George Washington Bridge across the Hudson.

In 1930 a bond election was held on November 30, at which the electorate approved a bonded indebtedness of $35,000,000 by a vote of 145,057 to 46,954.

The district as now organized consists of some 98 per cent of the assessed valuation of Napa County, and 35 per cent of Mendocino County plus all taxable property in San Francisco, Marin, Sonoma, and Del Norte counties.

The city and county of San Francisco is, of course, the most important member of the district, accounting for about five-sixths of the assessed valuation.

The Golden Gate Bridge and Highway District is governed by a board of Directors of the respective counties. Seven members, or half of the total, are from San Francisco, two each from Marin and Sonoma, and one from Napa, Mendocino and Del Norte counties. The district is an independent municipal agency, having the right of eminent domain and the power to make contracts, incur debts, levy taxes, sue and be sued, and other necessary functions.

JOSEPH B. STRAUSS
Chief Engineer of Golden Gate Bridge Construction

The personnel of the district follows: President, William P. Filmer, San Francisco; Vice-President, R. H. Trumbell, Novato; Directors, Arthur M. Brown, Jr., Hugo D. Newhouse, Warren Shannon, Richard J. Welch, John P. McLaughlin, and W. D. Hadeler, San Francisco; Frank P. Doyle, Santa Rosa; Harry Lutgens, San Rafael; Thomas Maxwell, Napa; J. A. McMinn, Healdsburg; A. R. O'Brien, Ukiah; and Henry Westbrook, Jr., Smith River, Del Norte.

Francis V. Keesling, M. M. McVay, W. P. Stanton, George T. Cameron and Carl Henry also served terms on the directorate. Alan McDonald was the first general manager.

James Reed has been general manager of the bridge for the last four years. George H. Harlan is attorney; Roy S. West, who succeeded John R. Ruckstell, deceased, auditor; and W. W. Felt, Jr., secretary.

There are so many unique and unprecedented features in connection with the construction of the Golden Gate Bridge as to set it apart as the outstanding engineering achievement of modern times.

Possibly the most difficult part of the construction program was encountered in the south pier, located 1100 feet off old Fort Winfield Scott, landmark of San Francisco's harbor entrance.

At this point the water ranges in depth from 65 to 100 feet, and a seven-knot tide is continuously sweeping in or out of the Gate.

Never in the history of bridge building had a pier such as that required for the Golden Gate Bridge been built under such conditions. Before actual erection of the pier could commence it was necessary to level off an area under water of approximately a full acre. This was accomplished by blasting and subsequent dredging of the shattered rock. After the leveling process it was necessary to go down into the rock an average depth of 35 feet to provide a suitable footing for the pier. This, too, was a blasting job, special high explosive bombs being literally driven into the rock and then exploded.

After months of arduous labor, during which the contractor, the Pacific Bridge Company, battled against wind and wave, the job was completed.

The next step was the erection of a huge steel and concrete fender approximately 750 in circumference. This fender, according to plans of Chief Engineer Joseph B. Strauss, was to serve a dual purpose—first, as a cofferdam in the quiet waters of which the erection of the pier proper could be carried on, and second, to serve as a permanent protection to the pier after completion.

It was the first time that such a daring plan had been put into effect.

Meanwhile the north pier, on the Marin shore, off Lime Point, had been completed and the erection of the 746-foot tower by the Bethlehem Steel Company was well under way.

Like the tower on the San Francisco side, this tower is unique, consisting of cellular steel units, superimposed one on top of the other. The interior of the tower thus presents a veritable labyrinth of steel cells, hundreds of which extend from the pier to the tower top where rest the massive steel and saddle castings.

Spinning the great supporting cables for the Golden Gate Bridge was another spectacular step in the construction program.

First pilot cables of light braided wire were dragged across the Golden Gate from pier to pier. These were raised to the tower tops, and after a sufficient number had been swung in place the "cat walks," or "foot bridges," were erected, these wire cables being used as their supports.

Then commenced the long task of spinning the parallel wire cables. A mass of complicated spinning machinery was erected in each anchorage and a battery of six great spinning wheels set in motion over each catwalk, shuttling back and forth and laying the 80,000 miles of wire necessary to complete the cables.

These were the major construction operations of the bridge.

The total bridge width is 90 feet, divided into a 60-foot roadway, with six lanes of vehicular traffic and two 10½-foot sidewalks.

If to the main span of 422 feet we add the length of the two side spans—1125 feet each—we have a total length of 6450 feet, or 1⅕ miles for the bridge proper.

Some idea of the height of the towers may be gotten when we are reminded they are 313 feet taller than the Russ Building on Montgomery Street.

If all the rivets driven in the bridge were placed head to toe they would form an enormous serpent thirty-six miles in length from head to tail tip.

The amount of wire in the cables is sufficient to erect a standard wire fence six feet in height on both sides of the main highway from Canada to the Mexican border, a distance of 1600 miles.

Concrete required in construction of the bridge would build two 10-foot sidewalks on either side of the highway from Omaha to Chicago.

The bridge will be operated on a toll system. The provisions of the State Vehicle Code apply to the Golden Gate Bridge just as they do to the San Francisco-Oakland Bay Bridge. Policing and enforcement of the code will be in the hands of the California Highway Patrol.

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Golden Gate Bridge Fiesta

By ERIC CULLENWARD

General Manager, Golden Gate Bridge Fiesta

FOR nearly five years now San Franciscans have been gazing on the Golden Gate, watching the dream of the Argonauts emerge into reality. Now that mighty Golden Gate Bridge is about to be dedicated and thrown open to the traffic of the world.

No one can look upon the completed structure without being impressed with its beauty, its majesty and its power.

Supreme in many of its features among the bridges of the world, its completion deserves to be celebrated with all the resources of entertainment, procession, pageantry and dignity a city with San Francisco's reputation can assemble.

As the bridge is big, so must be the festival glorifying it.

So with Mayor Angelo J. Rossi as honorary chairman, a Citizens' Committee was organized, with Supervisor Arthur M. Brown, Jr., as general chairman. Eric Cullenward was named general manager and James Adam, publicity director. Headquarters were set up at 111 Sutter Street.

On the Citizens' Committee were appointed many persons holding prominent places in municipal affairs. There was Supervisor Warren Shannon, director of the Golden Gate Bridge and Highway District, who was given the chairmanship of the Police and Fire Committee. With him on the Executive Committee are: A. J. Cleary, Chief Administrative Officer of the municipal government. Leonard Leavy, City Controller, took charge of grand-stand tickets. Chief of Police William J. Quinn was given important assignment,

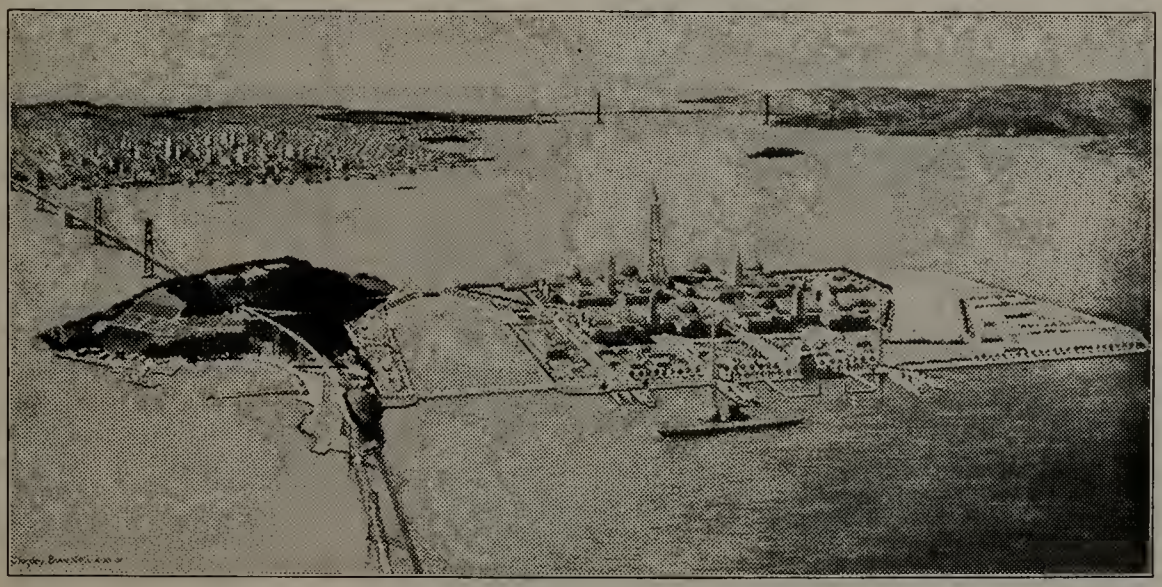
ERIC CULLENWARD, general manager of Golden Gate Bridge Fiesta to be held in San Francisco from May 27 to June 2 to celebrate opening of world's longest single span.

and so were Fire Chief Charles J. Brennan and Sheriff Daniel C. Murphy. Clyde Healy, Assistant City Engineer, supplied the WPA assistance; and Paul Ost and Ralph Wiley took positions on the Lighting Committee; J. Emmet Hayden, Chairman of Music, with Supervisor Alfred Roncovieri serving with him; W. D. Hadeler, Director of the Golden Gate Bridge and Highway District, gave attention to invitations and reception along with Hugo D. Newhouse, also a bridge director, and Congressman Richard J. Welch. Judge Thomas M. Foley organized a speakers' bureau. Judge Charles R. Boden lent a helping hand, and so did District Attorney Mathew Brady and Public Defender Gerald Kenny. C. Harold Caulfield, President of the Board of Education, looked after the participation of schools. Harold Boyd was given the important assignment of Civic Participation. Captain Charles Goff headed the Traffic Committee and Dr. J. C. Geiger headed the Health Committee. William P. Filmer, President of the Golden Gate Bridge and Highway District, was appointed chairman of the Invitations and Reception Committee.

Working with this general and executive committee of infinite resource and untiring energy, Supervisor Brown set to work to develop a Fiesta program the like of which San Francisco had never seen.

It was clearly seen from the beginning that the Fiesta should be no mere local and shortlived period of rejoicing. The Golden Gate Bridge breaks the last major water barrier for an all-wheel coast highway from Canada to Mexico. From this fact grew the international character of the celebration.

Representatives were sent to seek the coöperation of Canada and the northwestern states in the Fiesta. Another went into Mexico to tell the chiefs of the Latin Republic all about the bridge and the celebration. Through the intermountain states went another repre-



GOLDEN GATE EXPOSITION SITE

Showing San Francisco-Oakland Bay Bridge. Golden Gate Bridge in the Background

sentative to bring the Rocky Mountain people into the picture. The Redwood Empire Association joined in the build-up. Men went to the southern cities of the State and awakened interest and promise of participation.

Supervisor Brown, himself, went to Washington to invite President Roosevelt to come. He found the President attentive and interested, but with Congress in session the Chief Executive said he would be unable to leave the White House.

Still bent on making the most of his visit to the Capital, Mr. Brown visited the Naval Department and there won signal success. Before he left Washington he had the promise that the Fleet would come to the Fiesta—all the ships practically, with 40,000 to 50,000 men, and that they would come direct from maneuvers in the Pacific and stay for the duration of the Fiesta.

On his return journey, Supervisor Brown visited the eleven western states, everywhere telling the story of the mighty bridge and what San Francisco was doing to celebrate its completion.

As with the Navy, so with the Army. Many of the Fiesta's activities are centered in Crissy Field in the Presidio and from the very beginning the Fiesta Committee was made happy by the whole-hearted coöperation of the military authorities.

To round out the international tie and to merge all the western states and Canada and Mexico in picturesque unity, the idea of organizing a spectacular cavalcade was conceived, each unit moving in colorful array from its point of origin and joining at the bridgehead on the day of dedication of the bridge.

No more spectacular massing of processional units has ever been dreamed of in the West.

The cavalcades will arrive in San Francisco on May 27 and go over to Waldo Point on the Marin side, to head the imposing host of citizens who will open the bridge to traffic on May 28.

They will find on their arrival in the Fiesta city, streets gay with banners of blue and gold, trolley poles wrapped in redwood bark and topped with evergreen boughs.

Wandering minstrels will make every corner a vaudeville stage. The whole city will be vibrant with the atmosphere of festivity. The nights will be brilliantly illuminated. Revelry will be enthroned.

With a program so infinite in its scope, it would be an impossible task to set everything down in detail. But here are the highlights of the Fiesta program:

There will be a pre-Fiesta program, starting Tuesday, May 25, with a Radio Star Show in the Civic Auditorium at 8 p. m. On Wednesday, May 26, there will be a city-wide luncheon under the auspices of the San Francisco Advertising Club at the Palace Hotel. The queen of the Fiesta will be crowned that night at a ball in the Civic Auditorium. Pedestrian Day will be Thursday, May 27, when no vehicular traffic will be allowed on the bridge, but anyone who will can walk across the bridge or any part of it.

That night the first performance of the pageant will be presented in the huge amphitheater in Crissy Field. John Charles Thomas, the celebrated baritone, will sing the lead. A cast of three thousand actors will take part and a symphony orchestra of one hundred musicians. Seating accommodations will take care of twenty-five thousand persons.

The formal dedication of the bridge will take place Friday, May 28, with the cavalcades leading the way. There will be a dignitaries' luncheon at noon, and in the afternoon ground-breaking ceremonies of the Western States Building on the Exposition site.

There will be a round of sports, fashion shows, luncheons, and receptions going on all through the Fiesta period, with fireworks and illumination of the fleet by night.

Labor is not forgotten in the Fiesta program. On Saturday night, after the illuminated parade, a bridge builders' ball will be held in the Civic Auditorium. Underwritten by the Exposition directorate and the Fiesta Citizens' Committee and sponsored by the San Francisco Building Trades Council and the San Francisco Labor Council, the labor ball is presented with a view to raising a fund for the families whose sons or husbands lost their lives building the bridge.

Then, again on Memorial Day, Sunday, May 30, the bridge builders will be remembered in a ceremony of simple, religious character at the center of the bridge. School children from all the schools—public, parochial, and private— will drop garlands into the bay.

One of the interesting special events of the Fiesta will be a hard-rock drilling contest in Crissy Field, participated in by mining teams from all the western states. Such a contest has not been seen in San Francisco since the Midwinter Fair of 1894.

There will also be a log-sawing contest at the Waldo Point end of the bridge on the day of dedication.

Four parades will add splendor to the Fiesta—May 27, 28, 29, and 31. The route will be along Van Ness Avenue from Union Street through the Marina to Crissey Field.

There will be a Children's Spring Festival on June 1, and at four o'clock that afternoon presentation of a plaque of General Hunter Liggett to the city of San Francisco by the Army and Navy Club, the ceremony taking place in the City Hall.

A formal military and naval ball at the Fairmont Hotel, June 2, will close the Fiesta.

These are some of the program highlights. But they cannot convey the whole life and spirit of the celebration, the gaiety of spontaneous rejoicing, the infinite occasions for merrymaking.

The ambition of the Citizens' Committee is to present such a weekful of revelry and ceremony as the West has never seen. To the Fiesta it invites all the world to come to see the two mighty bridges, to rejoice and be glad. San Francisco invites you, May 27 to June 2.

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(Continued from Page 21)

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Enlargement of O'Shaughnessy Dam

By L. B. CHEMINANT
Office Engineer, Public Utilities Commission

AFTER a lull in activity, due to heavy snow work, the work of enlarging O'Shaughnessy Dam is going ahead rapidly. This work, under contract to Transbay Construction Company for $3,219,965, began in May, 1935, with the expectation of completion by May, 1937.

When the work is completed late this fall, O'Shaughnessy Dam will be the third highest dam in the world, being exceeded only by the monumental Boulder Dam and the Chambon Dam in France. Hetch Hetchy reservoir, which now has a capacity of 67 billion gallons (more than all of the San Francisco Water Department reservoirs combined) will then hold 117 billion gallons or as much water as San Francisco uses in six years.

The work consists of thickening the back of the dam by about 80 feet and increasing the height by 85 feet. At the present time the thickening has been completed from the base up to the crest of the present dam, and concrete is being placed in the sections to be heightened. A new spillway is being constructed and the reservoir area to be flooded by the increased height of water has been cleared of trees and brush. The road leading to Lake Eleanor has been realigned and a vehicular tunnel about 600 feet long has been driven through the granite of the north abutment.

Due to the time required to cool the new concrete by artificial refrigeration, the placing of concrete cannot be carried on with the speed which is usual in straightaway work.

The work has been seriously delayed by two factors: (1) To secure absolutely perfect foundation it was necessary to remove much more of the granite bedrock than had been originally anticipated. (2) An exceptionally heavy winter, with three feet of snow on Christmas, followed by almost daily snowfall and subzero temperature, made progress impossible for two months.

At present the contractor is employing 350 men, while the city has a construction engineer, five surveyors, seven inspectors, and one clerk, a total of fourteen men. Work is carried on both day and night.

The construction force is housed in a small village of temporary frame structures. There are two large dormitories, thirteen new cottages, hospital, dining room and cookhouse, various warehouses and miscellaneous cabins. The village boasts water supply, lighting, telephone and sewer systems, and an organized fire department.

L. B. CHEMINANT

For hauling supplies and equipment the City's Hetch Hetchy railroad is operated by the Sierra Railway of California, hauling fifty-nine miles to Mather, where the freight is loaded onto trucks for the remaining nine miles to Hetch Hetchy.

Visitors are not allowed directly on the work, but from 11 a. m. to 2 p. m. the construction may be viewed from a parking area near the south end of the dam.

The materials for concrete are gathered in rather a spectacular manner. The cement unloaded from the railroad cars into a steel silo is transported from Mather to Hetch Hetchy in immense hopper trucks with capacity of fifteen tons and gross weight of twenty-seven tons. The rock for concrete is quarried from an obscure granite mountainside, crushed and recrushed and carried by an intricate system of belt conveyors to four stock piles containing graded sizes of rock.

Sand for concrete is excavated from a pit at Miguel Meadows, on the road to Lake Eleanor, from which it is transported to the aggregate plant, a distance of more than three miles, by an aerial tramway, automatic in operation as the loaded buckets descending from a high elevation carry the empty buckets on the return trip. A unique feature of the tramway is an immense fan which operates as a break to prevent the buckets traveling too fast.

The mixed concrete is transported to the proper point and dumped from an eight-cubic-yard bucket by a cableway, of which the main lead is a three-inch

Construction Work on O'Shaughnessy Dam. The Opening in the Upper Right Hand Corner Shows the Ultimate Height of the Dam

diameter steel cable suspended across the site of the work. By means of two parallel cables, the bucket may be swung laterally through a range of about 270 feet.

All of the concrete is artificially cooled by use of a refrigerating plant, the cold water from which passes through pipes set before the concrete is placed. All old concrete is thoroughly roughened and cleaned before new concrete is deposited against it, and the bond is made complete by forcing in cement grout under high pressure. An added feature is the setting of more than 5000 steel bars, 1¼ inches square, which anchor the new concrete to the old.

The construction is in immediate charge of John H. Ryan, construction engineer, while L. T. McAfee, Utilities Engineer, is in general charge of both construction and design. It is an activity of the Public Utilities Commission, of which E. G. Cahill is manager of utilities.

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Camp Mather Ready For Record Season

The increasingly popular resort in the high Sierra operated by the Recreation Department is making preparation for opening on June 19.

Camp Mather has so grown in popularity during the past few years that early registration is advised in order to secure accommodations. Norman Center, Camp Manager, reports a number of improvements to the kitchen and dining room of the Camp Lodge to facilitate service to hosts of hungry diners, and the genial hostess, Rose McGreevy, is eager to greet old and new friends and guests this year.

Those who have never visited this section of the High Sierra have missed a rare treat indeed. The surrounding country is beautiful this year and Camp Mather is the ideal place in which to enjoy an ideal vacation.

Camp Mather is situated on the rim of the Grand Canyon of the Tuolumne River and is approximately 175 miles from San Francisco with excellent paved roads to Yosemite Junction and beyond that with roads well graveled and oiled. The entire route is in excellent condition and the trip is easily made in eight hours. Pacific Greyhound buses operate on a daily schedule from their station at Fifth and Missions Streets, direct to camp.

Guests are required to supply their own bedding and linen but other than this, everything is furnished by the camp.

The following rates

14 years and over.....$2.00 per day
11 years through 13..... 1.25 per day
2 years through 10..... 1.00 per day

include cabin accommodations and three meals per day.

The commissary and kitchen would do credit to a large city hotel. A large refrigeration plant and frequent shipments from Stockton and other nearby markets insure fresh meats, fish, vegetables, melons, milk and dairy products. A pastry chef bakes delicious cakes, pies, rolls and biscuits in modern electric ovens and meals are all that hungry vacationists could possibly desire.

Recreation and sports abound; baseball, volleyball, horseshoe pitching, ping-pong, croquet and tennis. Birch Lake is the ideal spot for swimming and the Camp Hostess provides many special programs for the entertainment of guests—camp fire groups—dances—card parties — athletic tournaments — children's parties, etc.

Many enjoy hikes and nature studies and the Camp provides a Guide and Naturalist to assist interested guests. Horseback trips are available to a great many points of interest in this beautiful and rugged country.

O'Shaughnessy Dam and Hetch Hetchy Reservoir, the major units in San Francisco's gigantic water supply system, are only ten miles from Camp and Yosemite Valley itself is only thirty miles distant.

For the best vacation you ever had, try Camp Mather.

Reservations this year will open on May 1 and in order to better accommodate prospective guests, Camp Offices have been established in Room 308, Civic Auditorium, where full information and literature may be obtained. The telephone is HEmlock 4131 and inquiries will be cheerfully answered or circulars mailed upon request.

Camp Mather, a Wonder Spot for Relaxation

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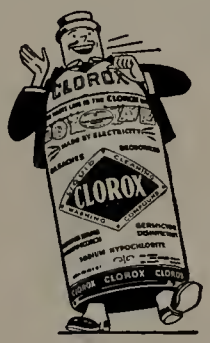

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Ask Western Union. They Know!

People in every town and city ask Western Union to help them solve all sorts of personal problems. These services are performed in small towns by managers, messengers and other staff members, but the volume of such requests is so great in large cities that Personal Service Bureaus are established. On the desk of the Personal Service Bureau shown above, four telephones and two telegraph experts are constantly in action.

IN just thirty-two minutes Western Union's Personal Service Bureau in a large city located a patron's briefcase which had been lost in a metropolis fifty miles away. The patron told Western Union where he had been just prior to losing the case, and mentioned that he had lunched in a restaurant which he believed was famous for its sea food. A telegram and a quick check-up by Western Union people in the distant city located the briefcase in approximately half an hour.

Today the name "Western Union" means to everyone the performance of numerous modern-day services. The public has been taught to call Western Union whenever difficult problems arise, whether business or personal. Every telegraph office has become a clearing-house of human problems and is accustomed to furnishing an up-to-the-minute personalized service to patrons.

There are so many interesting illustrations of personal services performed by Western Union that even recent cases would fill a volume. There was an order the other day to have a congratulatory telegram, together with a bottle of champagne, delivered on shipboard to a couple leaving for a European honeymoon. A hotel having a special nursery and playground for children was found for a family planning a trip to New York. A patron in London had Western Union buy an automobile and ship it on the next boat. A traveling man who had promised his wife an electrical refrigerator for a birthday present had his promise kept in a distant city by Western Union. Important telegrams are delivered even to people on the highways by giving license numbers and other information to filling stations and posting messengers at strategic points. Not long since, an order came in to get four hundred dolls of a certain kind and ship them at once. The dolls were to be souvenirs at a convention.

And now the man "with a string around his finger" is becoming a thing of the past. A new Western Union service is doing his remembering for him. He can leave a list of names of his friends, relatives, and business associates and their birthday and other anniversary dates in any Western Union office. On the day before each of these, and on indicated holidays as well, Western Union will remind him to send appropriate greetings by telegraph. This is known as the "Social Reminder Service," amounting to a remote-control memory.

Indeed, a revolutionary change has taken place since the days when people thought only of urgent news when they saw a Western Union telegram. Day by day, in every way, every Western Union office tries to live up to its slogan, *"Do everything to oblige the public."*

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Know Your Harbor of San Francisco

HARBOR COMMISSION

The Port of San Francisco is owned and operated by the State of California and is under the management of the Board of State Harbor Commissioners, members of which are appointed by the Governor and serve at his pleasure. The port is and always has been self-supporting and is operated on a non-profit basis. The Harbor Commissioners are:

P. W. Meherin.....President
Joseph A. Moore.....Commissioner
Dr. Celestine J. Sullivan.....Commissioner

The principal officers of the Harbor Commission are:

Mark H. Gates.....Secretary
Joseph P. Cereghino....Assistant Secretary
Frank G. White.....Chief Engineer
Wm. A. Geary.....Act. Chief Wharfinger
Joseph V. Nardini.....Supt. Belt Railroad
William Crowley.....Traffic Manager

Offices: Ferry Building, San Francisco, California.

FACILITIES OF THE PORT

San Francisco's harbor facilities are worth, at a minimum valuation, $80,000,000. They include:

Piers	42
Passenger ferry slips and auto ferry	14
Car ferry slips	6
Terminals	3
Berthing space	17 miles
Cargo area	195 acres
Cargo area capacity	2,128,854 tons

Among the special facilities are a grain terminal, a shipside refrigeration terminal, a fruit and produce terminal, a banana terminal, lumber terminal, pipe-line and tanks for handling Oriental vegetable oils, a fumigation plant, and Fisherman's Wharf and Lagoon, haven of 300 fishing boats.

Five miles of the San Francisco waterfront and 430 acres of waterfront land owned and controlled by the State, are still available for piers, wharves, channels, and industries.

JOSEPH A. MOORE
Harbor Commissioner

P. W. MEHERIN
President, Board of State Harbor Commissioners

MISCELLANEOUS EQUIPMENT

2 tugs	5 piledrivers
2 dredges	2 fireboats
1 launch	

The fireboats, strictly modern, are maintained jointly by the Board of State Harbor Commissioners and the City and County of San Francisco. They are in constant service on the waterfront for the protection of shipping and of State and adjacent city property. Two State tugs are also fully equipped for fire fighting.

DRYDOCKS AND MARINE WAYS

In the port of San Francisco are readily available not alone some of the world's largest and finest drydocks, but also marine ways and excellent facilities for handling cargo. These include:

Two Graving Drydocks

Length, 750 feet; top width, 103 feet; bottom width, 74 feet; depth over sill, 28 feet, 6 inches.

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Five Floating Drydocks

Length, from 271 feet to 460 feet; width, from 66 feet to 92 feet; capacity, from 2,000 tons to 20,000 tons.

Eight Marine Railways

Length, from 82 feet to 452 feet; width, from 32 feet to 76 feet; capacity, from 2,000 to 8,000 tons.

Three Shear-Leg Derricks

Two stationary; capacity, from 20 tons to 100 tons.

Nine Floating Boom Derricks

Length of boom, from 75 feet to 107 feet; lifting capacity, from 6 tons to 100 tons.

CURRENT STATISTICAL DATA

Cargo tonnage, 1936	9,626,909
Vessels entering the Golden Gate, 1936	5,016
Net registered tonnage	15,801,076
Revenue, 1936	$2,796,579.72
Number of steamship companies operating regularly at this port	154

FERRY BUILDING

One of San Francisco's best known landmarks, the Ferry Building, was opened to the public in July, 1898. Its strikingly beautiful tower is patterned after that of the Cathedral of Seville, in Spain.

Length	661 feet
Width	150 feet
Height of tower	235 feet
Cost, including appurtenances	$3,105,000
Number of persons passing through Ferry Building in 1936, over	50,000,000

STATE BELT RAILROAD

Extending along the waterfront from Fort Mason on the north to China Basin on the south is the State Belt Railroad, the first unit of which was built in 1890.

It has direct connections with all transcontinental and local railroads, and spurs to forty piers as well as to various industries along its route.

Total mileage of track operated is now 67½. Equipment includes seven modern locomotives and one locomotive crane, which gradually are to be replaced with Diesel electric locomotives. During the past five years the number of cars switched averaged 128,287 per year, or an average of 410 cars for each working day.

(Continued on Page 75)

DR. CELESTINE J. SULLIVAN
Harbor Commissioner

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Local and Eastern Beer
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A Busy Pier on San Francisco Waterfront

Know Your Harbor

(Continued from Page 73)

Piers North of Ferry Building

PIER 1—Foot of Clay and Washington Streets.
Bay Transport Company.
PIER 3—Foot of Jackson Street.
California Transportation Company.
Ship Clerks' Association of San Francisco Bay.
Postal Telegraph Company.
United States Engineer.
PIER 5—Foot of Pacific Street.
Bay Cities Transportation Company.
Bay and River Pilots' Association.
California Towing Company.
Great Western Power Company.
Haslett Warehouse Company.
Leslie-California Salt Company.
MacNichol & Company.
G. Marcantelli Company.
Napa Navigation and Transportation Company.
William Nicholas.
Louis Otteson.
A. Paladini, Inc.
Sonoma Express Company.
United States Immigration Service.
Western Terminal Company.
PIER 7—Foot of Broadway.
C. H. Bedigian.
Berkeley Transportation Company.
Louis Louridis.
Marine Service Corporation.
Petaluma and Santa Rosa Railroad Company.
Richmond Navigation and Importation Company.
San Francisco Bar Pilots.
United States Lighthouse Service.
PIER 9—Foot of Broadway.
Under construction.
PIER 15—Foot of Green Street.
California Stevedore and Ballast Company.
Sudden & Christenson.
PIER 17—Foot of Union Street.
Alameda Transportation Company.
Consolidated Steamship Companies.
Crowley Launch and Tugboat Company.
Hobbs, Wall & Company.
Los Angeles-San Francisco Navigation Company.
Marie Mano.
National Ice and Cold Storage Company.
United States Customs Service.
Charles E. Sullivan.
PIER 19—Foot of Union Street.
Under construction.
PIER 23—Foot of Filbert Street.
Associated Terminal Company.
Pacific Oriental Terminal Company.
PIER 25—Foot of Greenwich Street.
Nippon Yusen Kaisha.
Shipowners and Merchants Tugboat Company.
PIER 27—Foot of Lombard Street.
Bing Bros.
California Wholesale Potato Dealers' Association.
Coöperative Packing Company.
United Packing Company .
PIER 29—Foot of Sansome Street.
Louis & Vincent Lulich, restaurant.
Luckenbach Steamship Line.
PIER 31—Foot of Sansome Street.
Luckenbach Steamsbip Line.
PIER 33—Foot of Montgomery Street.
Furness (Pacific) Ltd. and Furness Line.
Holland American Line.
Pacific Stevedoring and Ballast Company.
San Francisco Fire Department.
United States Customs Service.
Union Steamship Company of New Zealand.
PIER 35—Foot of Montgomery Street.
Grace Line, Inc.
Purity Spring Water Company.
San Francisco Fire Department.
PIER 37—Foot of Kearny Street.
Beronio Lumber Company.
Grace Line.
William and Hilda Kendrick, restaurant.
United States Customs Service.
PIER 39—Foot of Grant Avenue.
Great Western Power Company.
Williams, Dimond & Company.
PIER 41—Foot of Powell Street.
General Steamship Corporation.
Great Western Power Company.
Healy-Tibbitts Construction Company.
PIER 43—Foot of Powell Street.
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PIER 49—Foot of Taylor Street.
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Gus Alexiou, restaurant.
Crowley Launch and Tugboat Company.
Harbor Tug and Barge Company.
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PIER 16—Foot of Howard Street.
Henry V. Fuse.
Western Union Telegraph Company.
PIER 18—Foot of Howard Street.
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United States Customs Service.
Dollar Steamship Line.
Pacific Lighterage.
PIER 20—Foot of Folsom Street.
Bridge Cafe.
H. Cahn, barber.
Johnson Launch Company.
Hammond Shipping Company.
PIER 22—Foot of Folsom Street.
J. J. Nicholas, lunch.
Fred Olsen Line.
P. & L. Transportation Company.
San Francisco Fire Department.
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PIER 24—Foot of Harrison Street.
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PIER 26—Foot of Steuart Street.
American Hawaiian Steamship Company.
PIER 28—Foot of Spear Street.
American Hawaiian Steamship Comapny.
M. T. Eugenio & A. G. Klem, restaurant.
PIER 30—Foot of Main Street.
T. Franco.
Matson Navigation Company.
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PIER 34—Foot of Beale Street.
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F. Poulsen & J. Samaha, restaurant.
PIER 42—Opposite King Street.
Dollar Steamship Line.
United States Customs Service.
PIER 44—Opposite King Street.
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PIER 46—Foot of Second Street.
W. R. Grace & Co., pipe line.
Dorothy Saribalis, restaurant.
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PIER 48—Foot of Third Street.
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PIER 70—
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Shell Oil Company.
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In order to accommodate the many patrons and friends situated in the Civic Center district, a new store was opened recently at 1126 Market Street. The Health Cocktail Bar serves fresh pressed vegetable and fruit juices, made on the premises only.

Installation of the latest model ice cream equipment has been completed.

Soy Bean Milk and other Soy products are being substituted for animal butter fat. White sugar is replaced with pure raw honey. No salt of any kind is used, neither is artificial coloring matter, preservatives or gums. The unusual feature of this new product is that one may eat it without fear of bad after effects. It is also non-fattening.

A strictly vegetarian cafeteria is conducted in connection with the store. It is interesting to note that foods are steamed in special cookers requiring little or no water. White sugar, white salt, white flour products, artificial coloring matter, preservatives or aluminum ware are not used in the preparation of foods in this most sanitary kitchen.

Everyone is invited to visit this store and cafeteria.

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(Continued on Page 84)

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A Prediction Comes True

By FRED GOODCELL

(Reprinted by Request)

IN the year 1915, James Wilkins, an old-time newspaperman then living at San Rafael, strolled into the office of the old San Francisco Bulletin, which was then located on Market Street, directly across from the Phelan Building, and he laid on the news editor's desk a 2000-word article. That was the year, you will remember, when San Francisco was holding its great Panama-Pacific International Exposition and many nations of the world were at war. San Francisco, ignoring the war, was attempting to prove to the world that it was the "city that knows how." From the ruins of the catastrophe of April, 1906, it had rebuilt and it was proud of the accomplishment.

The article that Jim Wilkins offered The Bulletin proposed that a bridge be built across the Golden Gate, connecting San Francisco and Marin counties. I was the news editor of The Bulletin at the time, and I thought that Jim's idea was just a wild dream. But the story was extremely well written. It was interesting. It had the full merit of being entertaining. So it was published.

For the next few weeks Jim Wilkins was kept busy answering his critics.

FRED C. GOODCELL

These critics said the building of such a bridge was an engineering impossibility. Jim replied that construction of the bridge would require great engineering skill, but he maintained it could be built. Other critics say the Army Department and the Navy Department would never consent to the spanning of the Golden Gate. Jim replied there was no reason why they should not give their consent. Still other critics said the bridge could never be made to pay, that it could not transport steamtrains, and those who could afford automobiles were so few that the revenue would be extremely meager. In those days, as a matter of fact, there were not many automobiles and there were few paved roads, but Jim made the prediction that the use of automobiles would rapidly increase and the bridge would prove a paying investment.

Twenty-two years have passed since then. The project of building a bridge across the Gate has attained the maturity of voting age. The old Bulletin has been absorbed by another publication and passed to new owners. Jim Wilkins has answered the call of the Great Master. But I do give Jim Wilkins credit for this. Twenty-one years ago he pounded a rivet into public conscience as to the possibility of spanning the Golden Gate with steel and concrete, and today the job is nearly complete. Soon, very soon, you and I and millions of others will be riding across the Golden Gate Bridge, and perhaps from somewhere up above, the old newspaperman, Jim Wilkins, will look down upon it and say, "My dream has come true."

Before the coming year is many months old the Golden Gate Bridge

San Francisco Skyline from Oakland Side Showing Fair Grounds, San Francisco-Oakland Bay Bridge and Golden Gate Bridge

will be completed and handling traffic. More than a thousand workers are now busy on the job, constructing the bridge and its approaches. Many millions of dollars have been expended. The work has gone ahead smoothly and on schedule, delayed once by a bit of defective material, but the delay has been overcome, and when the job has been finished San Francisco and all of the northern section of California will have another justifiable reason to celebrate.

Without detracting from the beauties of any other section of California it can be said that the Golden Gate Bridge will give San Francisco and its neighbors in San Mateo County their first uninterrupted connection with the most beautiful part of California—the great Redwood Empire. Heretofore we have relied upon the ferries, but the ferries have reached their saturation point as traffic carriers. On Sundays and holidays there has been constant congestion of traffic, particularly from the Marin County shore where nature has permitted only one road of ingress or egress. The bridge, with its six avenues of traffic, will overcome this congestion. To travel to and fro will be as simple as to journey along a main highway; in fact, it will be more simple because for the entire distance spanned by the bridge and its approaches of more than three miles there will be no intersecting highways.

There are some who have argued that with the completion of the bridge many families will move from San Francisco and seek homes in the tree-studded areas of Marin County and perhaps farther north into Sonoma and Napa counties. Perhaps this will be true. Our neighboring counties across the stream have many magnificent home sites to offer. But any slight shift that comes will not be an economic loss. San Francisco and the Redwood Empire are natural complements. San Francisco is a great industrial center. It will be so always. The counties to the north — Marin, Napa, Sonoma, Lake, Mendocino, Humboldt, Trinity—are not industrial; they have a wealth of agriculture and timber; they are bountiful in their natural beauty; they are abundant in their recreational offerings—and they are just what San Francisco should most enthusiastically welcome as close and congenial neighbors.

Maybe some San Francisco residents will move across the Bay and establish new homes. But, on the other hand, many of those who now reside in what we fondly call the Redwood Empire will find it more convenient, when the bridge is completed, to drive to San Francisco and partake of the bargains and enjoyments this city has to offer. They will bring to this good old town a surge of new buying power. They will increase our trade so that the demand for homes and apartments within our city limits will be greater than ever before. In return, thousands of us will find it convenient to spend a day or a week-end among the redwoods across the Bay; or along the inviting streams; or in the midst of the fields and orchards that produce so bountifully.

It is a truism that a good highway never injured any community. The Golden Gate Bridge will constitute a glorious link in a highway that will connect the most beautiful part of California with the most centralized industrial city on the Pacific Coast. The combination is ideal. It will redound to the comfort and prosperity of many thousands of people.

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(Continued from Page 81)

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Looking out the Golden Gate, showing Golden Gate Bridge construction as it appeared April 28, 1936, then 70 per cent complete. In the background are the hills of Marin County and to the left of the picture is the observation tower at the St. Francis Yacht Club.

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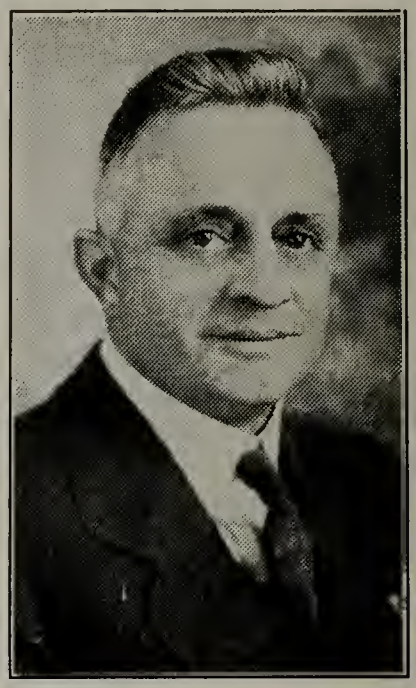

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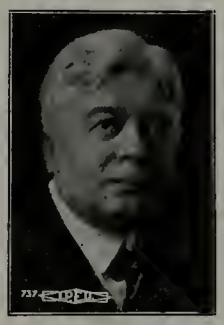

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Rapid Transit a San Francisco Necessity

By GEORGE CREEL
Chairman, Citizens Rapid Transit Committee
United States Commissioner, Golden Gate International Exposition

AS far back as 1927 there was recognition of San Francisco's need for a more adequate transportation system, but only today, after ten years of surveys, studies and reports, is action in sight.

If the need for rapid transit was apparent in 1927, it is a thousand times more obvious now. Who denies it has never been on Market Street. Subway trains at a five-cent fare and free transfers, connecting with fast surface lines and fourteen feeder bus routes, have been agreed upon by famous engineers as the only answer to our traffic problems.

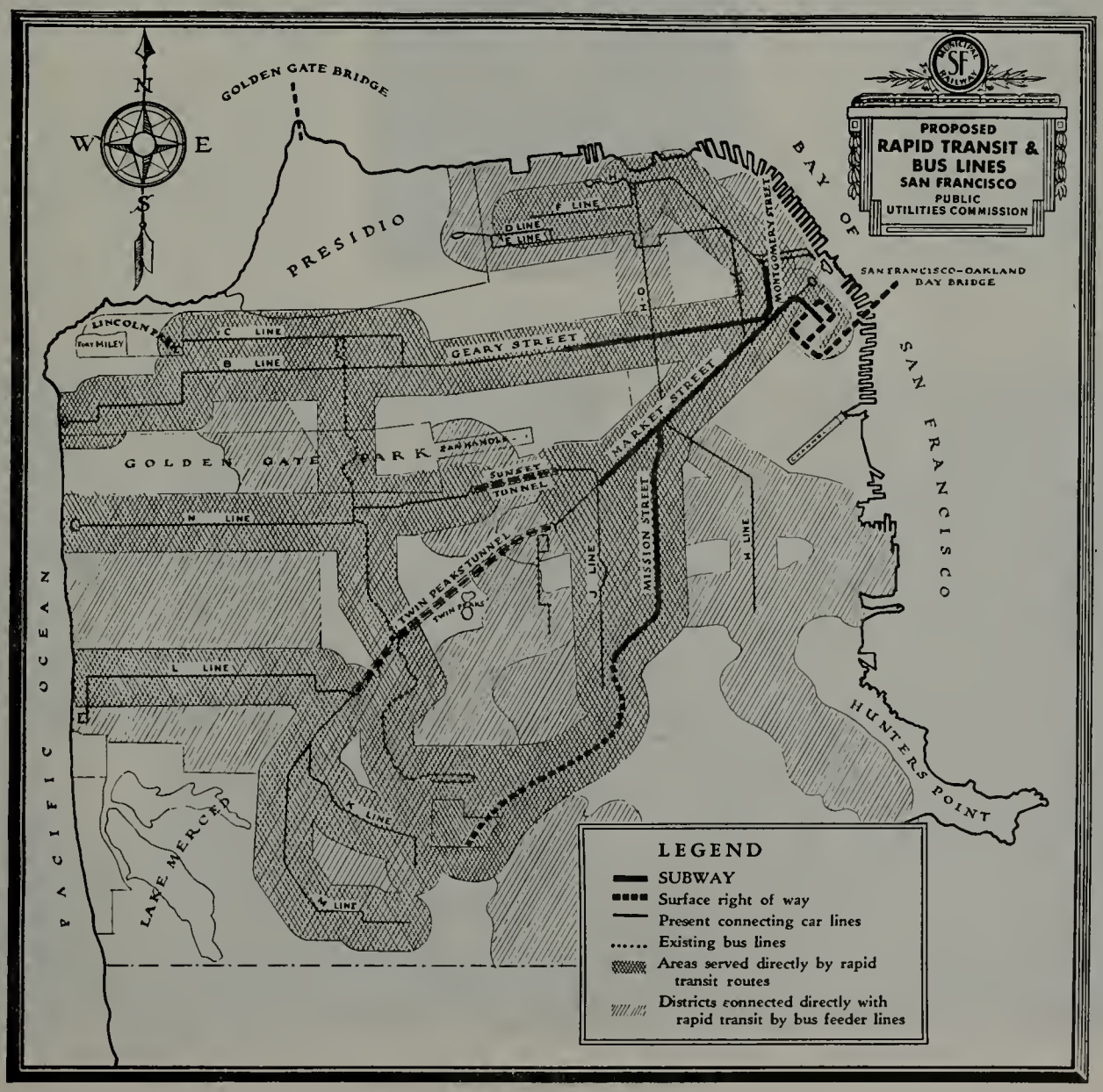
Even now it is possible to travel between San Francisco's business centers and Peninsula or Eastbay communities in half the time it takes to reach any of our outlying residential districts. Think what the difference will be when trains are operated over the bridge.

When $110,000,000 have been spent on bridges for the provision of rapid transit out of San Francisco, surely common sense would seem to dictate the expenditure of $49,250,000 to keep people in San Francisco. If our internal transportation keeps on at a snail's pace, our population will diminish, with a resultant drop in property values and tax returns. Climate and proud traditions will not long hold people when every street car ride is a wrestling match with no holds barred.

Voices of confusion have advocated elevated railroads, a clamor even more stupid than the campaign for busses, which carry only half as many passengers as the surface cars.

It is also urged that San Francisco's population is too small for subways. The answer is that the unusual layout of our streets, many cutting into Market Street at sharp angles, the hills and the location of the business district,

(Turn to Page 31)



City Officials Unanimous — Say Health Bonds Must Pass

By J. C. GEIGER, M. D.

The Department of Public Health, with the approval of the Chief Administrative Officer, the Mayor and the entire Board of Supervisors, along with the support of a great many organizations, has placed on the ballot to be voted November 2, 1937, a bond issue for $1,600,000. It is hoped by the Department of Public Health that this bond issue will carry for the following reasons:

1. *Hassler Health Home:* The problem of tuberculosis is still considerable in the City and County of San Francisco. As such, scientific advice has been given this Department to increase its facilities, particularly for the chronic tuberculous at the Hassler Health Home. The survey of the Elkus Committee of the Community Chest also pointed out the lack of facilities for the pre-tuberculous and malnourished child and for convalescent care of cases in the San Francisco Hospital. Therefore, it has been suggested that at least $400,000 be expended for new buildings and equipment, and for further development of the remarkable facilities for tuberculosis at the Hassler Health Home.

2. *The Laguna Honda Home:* The Laguna Honda Home is rapidly becoming an infirmary for the middle-aged and the aged. The ambulatory type of patient previously cared for is being placed on pension. Again expert advice has indicated that the construction of a modern hospital for the aged and the remodeling of other wards now used for ambulatory patients will increase the facilities for the care of the indigent and aged ill. Therefore, the amount suggested to be expended under these conditions at the Laguna Honda Home is $1,000,000 for new buildings and equipment.

J. C. GEIGER, M. D.
Director of Public Health

3. *The San Francisco Hospital:* The modernization of the San Francisco Hospital is essential and necessary, especially its X-ray facilities and many other features. Therefore, the estimate for this modernization has been placed at $200,000.

Many suggestions have been made for carrying out a campaign for these bonds, among these being the raising of funds, particularly from friends of the Department and those with whom we come in contact in the regular routine of business. The Department of Public Health, however, has felt and

(Turn to Page 33)

Martin Rist, Architect

New Psychopathic Unit, San Francisco Hospital

VOTE FOR THE BONDS

Airport Development Essential to San Francisco

By B. M. DOOLIN

SAN FRANCISCO'S municipal airport will be developed and expanded immediately into the finest seaplane and landplane air terminal in the United States or it will become obsolete and useless.

Its fate will be decided at the November 2 election when San Francisco votes upon a $2,850,000 airport development bond issue, Proposition 2 on the ballot.

Mayor Angelo J. Rossi states the airport development and enlargement to be financed by this bond issue "is a civic enterprise of the utmost importance to the commercial progress of San Francisco," and adds:

"It is San Francisco's duty to carry out the plans for airport development to preserve for the city its present and future air commerce."

With that view every newspaper and civic organization in San Francisco is in agreement.

The $2,850,000 airport bond issue will provide $1,400,000 for construction of a great seaplane port; $1,300,000 for reconstruction and improvement of the landplane port; $100,000 for radio landing and modern navigational equipment, and $50,000 for land purchases. Each of these developments is imperatively necessary if San Francisco is to retain its present position as the focal point and center of aviation on the Pacific Coast.

Failure to pass the bond issue will have, it is believed, most dire consequences for San Francisco, not only commercially but in civic pride and prestige.

Primarily failure would mean the city would have no seaplane port. This would mean inevitably that it would lose the greatest commercial airline in existence, Pan American Airways, and the giant transpacific air liners it now operates.

A year ago Pan American Airways signed a lease agreement with the City of San Francisco stipulating that the company would establish its operating base and United States headquarters at San Francisco airport providing the city would construct a suitable seaplane harbor and terminal facilities for its transpacific Clipper planes. Pan American Airways is now based at Alameda, its contract with San Francisco has expired and soon it must seek another operating base. Unless work on the seaplane harbor at San Francisco airport is guaranteed by passage of the bonds, Pan American Airways very probably will move to Terminal Island, Los Angeles.

BERNARD MICHAEL DOOLIN
Manager, San Francisco Airport

Failure of the airport bond issue would mean also the loss to San Francisco of a great deal of the increasing air commerce, coastwise and transcontinental, now centering in San Francisco, over four Civil Airways from New York, San Diego and Seattle.

Along with the phenomenal development of air commerce the size and speed and weight of air transports is growing prodigiously. The huge overland air transports now in operation and building are rendering most of the municipal airports in the United States obsolete. This applies to San Francisco airport as it is at present. Its landing area is too small and its runways too short and not solid enough for modern airplanes.

Transcontinental Western Airways, which resumed operations at San Francisco airport a few weeks ago, will put in operation within a year new four-motored Boeing planes too large for the runway and other facilities of the municipal airport. These planes require runways at least 6,000 feet long. San Francisco's runways at present are 3,000 feet long, inadequate for the landing and starting of enormous modern planes. Unless lengthened that means much of the air commerce carried by TWA and United Air Lines to San Francisco will go elsewhere.

These and many other arguments in favor of the pending bond issue are made by the Public Utilities Commission, which operates the airport, by officials of every air line concerned, by the San Francisco Chamber of Commerce, the San Francisco Labor Council, the Building Trades Council, the Civic League of Improvement Clubs and half a hundred civic organizations and associations.

They can be summed up in a sentence: Unless San Francisco goes ahead with the development of its municipal airport it will lose the best of its present invaluable air commerce and relinquish the place it has acquired in the aviation sun.

Land adjacent to San Francisco Airport is available for aircraft industries. Photo shows new Stearman-Hammond factory and plane.

VOTE FOR THE BONDS

New Samuel Gompers Trades School To Be Dedicated

SAN FRANCISCO'S new Samuel Gompers Trades School at Twenty-second and Bartlett streets will be dedicated at an open house to be held on Wednesday evening, November 10, according to announcement made by Joseph P. Nourse, superintendent of public schools. A cordial invitation is extended to all officials and employees of the municipal and state governments to attend this ceremony which will be included in the annual observance of American Education Week, which begins on Sunday, November 7.

The new $250,000 structure of reinforced concrete was projected by the San Francisco Board of Education as a first instructional unit to initiate and supplement instruction in a limited field of crafts with the aid and counsel of journeyman leaders.

The Board of Education was in unanimous agreement with the suggestion of Hon. Charles A. Derry, commissioner of education, that the new school should bear the name of the late Samuel Gompers, famous American labor leader and for many years president of the American Federation of Labor.

Organization of the new Trades School was perfected in August when the Board of Education unanimously accepted the recommendation of Superintendent Joseph P. Nourse to name Edgar A. Anderson principal. It will operate from 1 to 5 p. m. daily and from 7 to 9 o'clock each evening, Monday through Friday.

Mr. Anderson will continue as principal of the Humboldt Evening High School at Eighteenth and Dolores streets in the same neighborhood. Mr. Anderson entered the school department as a teacher at Mission High School in 1923. He is a graduate of Augustana College, Rock Island, Illinois, and also attended the University of Wyoming and the University of California. He has been actively identified with development of adult and trade education.

Alfred E. Roberts was named supervisor and assigned to the Samuel Gompers Trades School, succeeding from his former position as head of the technical department of the Humboldt Evening High School, which position he held for more than thirty years.

As field coördinator of apprentice training, a new position at $4,250 annually, Superintendent Nourse named Robert J. Stoffer, vice-principal in the Horace Mann Junior High School. Mr. Stoffer learned and worked at a trade as a sheet metal worker and is well known in labor circles. He entered the school department in 1925 as a teacher at Presidio Junior High School and later at the High School of Commerce. He was made vice-principal of Horace Mann last year. He is a graduate of San Francisco State College and is working towards a Master's Degree at Stanford University. Half of Mr. Stoffer's salary will be paid by the state and federal governments under the provisions of the Smith Hughes Act.

JOSEPH P. NOURSE
Superintendent of Schools

Requirements for admission are as follows: (1) Any boy graduated from a senior high school. (2) Any boy over eighteen years of age. (3) Boys attending high school in the eleventh or twelfth grades or boys in the Continuation School, who receive the recommendation of their respective principals and the Director of Industrial Arts. The principals concerned may excuse boys from 1 to 5 p. m., or 1 to 3 p. m. or 3 to 5 p. m., one to five days per week, to attend Samuel Gompers Trades School. Credit toward high school graduation may be granted to these boys. Attendance will be credited for the above mentioned boys to the schools in which they are regularly enrolled.

The subject offerings will be as follows: Power station, painting and decorating, metallurgy, steam turbine, drafting and machine mechanics, electricity, welding, diesel, drafting and architecture, mathematics, steel construction and drafting, architectural drawing, telephone operation, radio, electrical drafting, aviation, offset lithography, plumbing, art metal and jewelry design, wood carving, machine shop, auto shop, navigation, apprentice sheet metal, apprentice painting, steel square, fuels and lubricants, tool and die making.

The school is to be opened for both day and evening instruction. During morning hours the school will be occupied by students of the San Francisco Junior College for the instruction of pupils enrolled in the engineering courses. The afternoon session from 1 until 5 o'clock is to be divided into two sections; from 1 to 3 and from 3 to 5 o'clock. High school pupils who are to receive their academic training during the morning hours may attend the Gompers School in the afternoon. Boys and girls not attending regular high schools may attend the afternoon session, provided they have had sufficient basic training to enable them to profit by the type of instruction given in the trades school. High school graduates and adults, who are in need of trade training to enable them to qualify for a position in industry, will also be accepted as students. Apprentices who are engaged in a given trade and who are permitted to leave their work and attend the school under the apprentice training agreement, will also be accepted for training in the school.

The evening session is to operate from 7 until 9 o'clock and is to be used for both apprentice training classes and trade extension classes. The apprentice training classes are conducted in conjunction with the apprentice training plan for organized trades. Young men between the ages of sixteen and twenty-five years, who are now working at a given trade, such as painting, decorating, paper hanging, plumbing and sheet metal and whose organized employers' and organized employees' groups have, through their advisory committee, set up an apprentice training agreement under the California Apprentice Training Plan, are to be trained in the evening school.

The trade extension work is used to supplement the training of adults who are actively engaged in a skilled trade during the day time and who wish to improve themselves in the evening. Related technical instruction will be given as well as the teaching of skills.

Instruction is to be given in the following trades both afternoon and evening: Electric welding, acetylene welding, aviation, navigation, diesel engines, tool and die work, body and fender work, industrial electricity, both theory and applied, radio upkeep and repair, mechanical drafting, architectural drafting, applied mathematics, art metal and

jewelry work, leveling and surveying, labor economics and social problems.

The Samuel Gompers building is designed in the modernistic type of architecture. Through economy of aisle space, the floor area for classrooms is exceedingly large in comparison with standard school construction. The building is of the modern factory type; the floor plan is laid out similar to the letter "T," the stem of the letter housing two identical classrooms on the first and second floors and one large laboratory on the third and fourth floors. The bar of the "T" is divided into laboratories. On the first floor a Diesel engine laboratory operates with representative type of engines together with the necessary apparatus for determining the efficiency of these motors and analyzing any faults in their operation.

The tool and die shop is equipped second to none in San Francisco. Here the students have access to the most modern precision tools and measuring apparatus. In conjunction with the tool and die shop is a heat treating laboratory where there have been installed electrical furnaces with atmosphere control, furnaces for drawing the steel after it has been hardened, and electric furnaces designed for operating at exceedingly high temperatures for the treating of high speed steel. Accurate laboratory instruments to determine the characteristics and qualities of the steel after it has been heat-treated are part of the modern equipment.

On the ground floor is located a room designed for the instruction in electrical welding. There are ten motor-generator sets of 250-ampere capacity, one 350-ampere direct current arc welder, and two 100-ampere alternating current arc welding machines. The acetylene welding room is well equipped with the most modern type of manifold distribution of the oxygen-acetylene gases together with the proper regulators and welding and cutting torches. Various types of laboratory apparatus are also available for the inspection and testing of the electric and acetylene welds after the students have performed their work.

The American Society for Metal Testing also conducts a laboratory in conjunction with the trades school for the most scientific investigation of metals for use in industry. This laboratory is equipped with gas and electric furnaces for the heat treating of steel and the various polishing and grinding operations for preparing the specimen for microscopic examination. There are also various machines for the testing of the metal under stress and strain.

On the second floor of the school is located the plumbing and sanitary laboratory. Here the plumbing apprentice and future sanitary engineer is to receive his training in the most modern apparatus which has been developed for this field.

The steam fitter apprentice also receives instruction in this building. Few people outside those engaged in allied crafts realize the scope in which the steam fitter operates. He is concerned with heating and ventilating, the new field of air conditioning, and refrigeration as applied to both industry and marine work.

The painting, decorating, and paper hanging instruction room is also located on the second floor and in this room instruction is given in the artistic side as well as the practical side of these fields.

Aviation instruction is given as a related technical and ground course with a hope that this training may within the near future be tied in with practical flying with the Municipal Airport.

Provision has been made for sheet metal and body and fender work in a large room on the second floor and also in the yard where the automobiles can easily be worked upon.

The entire third floor of the building is devoted to industrial electricity and radio. Both theoretical and applied electricity are to be taught. The fourth floor

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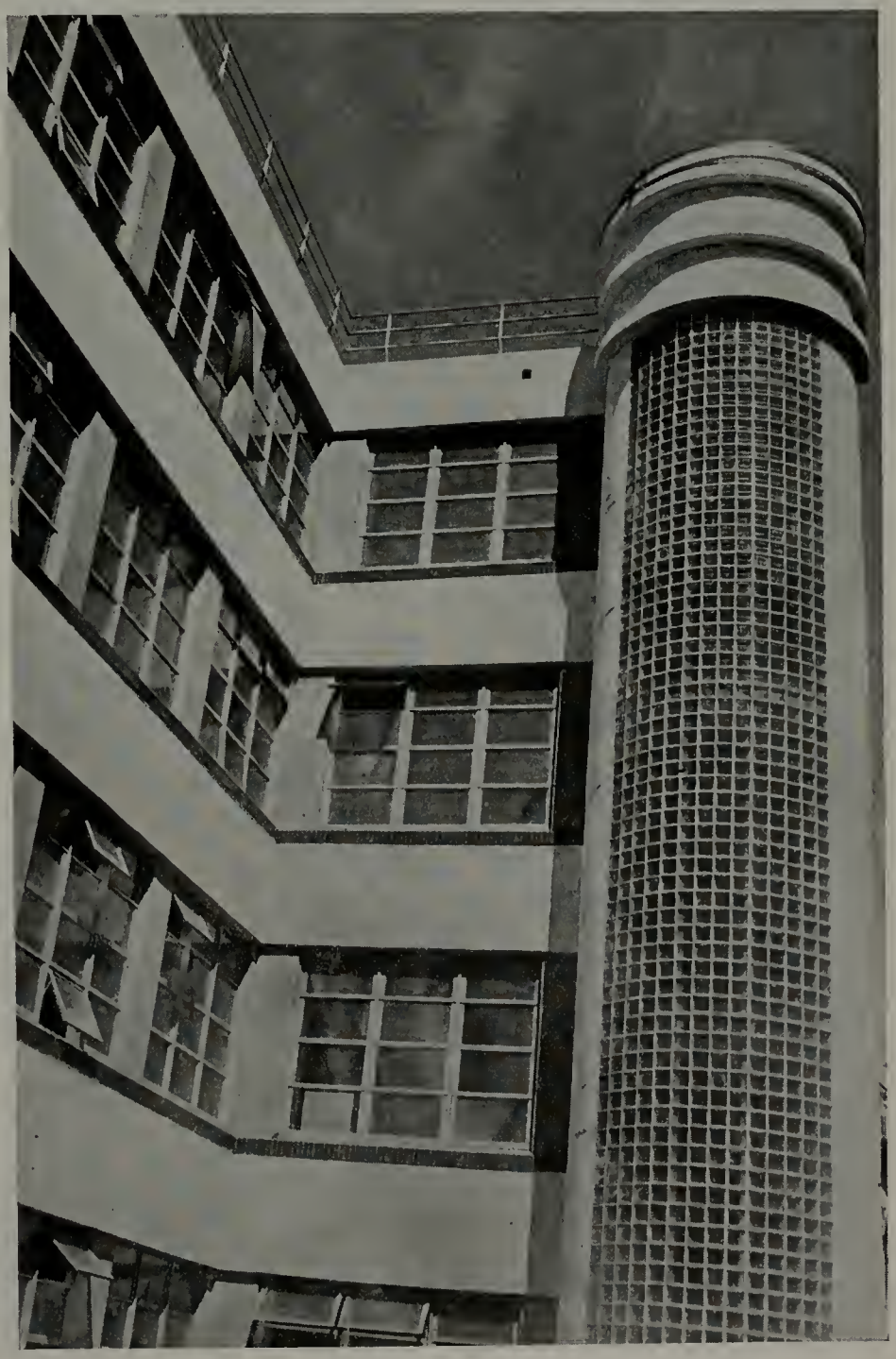

Section of first unit of new Samuel Gompers Trades School, San Francisco

VOTE FOR THE BONDS

Speed Up San Francisco Traffic Say Experts

By L. M. PERRIN

Electrical Engineer, San Francisco Public Utilities Commission

SAFETY, as well as speed and convenience of people in motion through congested districts, was a prime factor in plans for San Francisco's proposed rapid transit system. Safety should be a prime consideration, too, in influencing votes for the proposal at the November election.

Removal of two outside lines of street cars from the surface of Market Street into the subway alone should effect a material reduction in the number of accidents in that area. A large percentage of all pedestrian traffic will enter the subway stations from the sidewalks or from basement exits of stores or office buildings along the route. It is believed that these subway station mezzanine underpasses will be an impressive factor in public safety.

The subway stations will be 450 feet long and so constructed that the platforms later may be extended to 600 feet, the present New York maximum. The stations will be convenient and sightly. Eight sidewalk entrances to each will lead to mezzanine floors above the loading platforms.

Persons wishing to cross Market or Montgomery streets need no longer fight their way through surface traffic or wait for green lights when the subways are finished. They may descend to the subway mezzanines from the sidewalks and cross the street in safety.

A startling commentary on the safety of subways and surface cars is found in a comparison of operating expenses charged to injuries and damages. Figures of the New York Interborough Rapid Transit subway show .7 of a cent per car mile, as against the San Francisco Municipal Railway's record of 1.1 cents per car mile so charged, for a comparable year of operation.

The routes proposed for the subways, pronounced the only cure for San Francisco's traffic ills by competent experts, follow its most congested downtown streets. Subways will run under Market, outer Mission, and Geary and Montgomery streets. The subways will have fast surface extensions reaching in several directions into the most thickly inhabited suburbs. Swift feeder bus lines will connect with the subway system over fourteen different routes blanketing San Francisco.

There will be 7.07 miles of subway construction and 2.30 miles of new surface extensions, in addition to the many spreading municipal lines now operating and to be taken into the rapid transit system. Cost of the improvement will come within the original estimates of $49,250,000.

At the outset present rolling stock will be augmented by the addition of thirty-five new cars and seventy-four gasoline and trolley busses. Alteration of present cars will include installation of power-operated doors. Some will be equipped with couplers for multiple-unit operation during rush hours.

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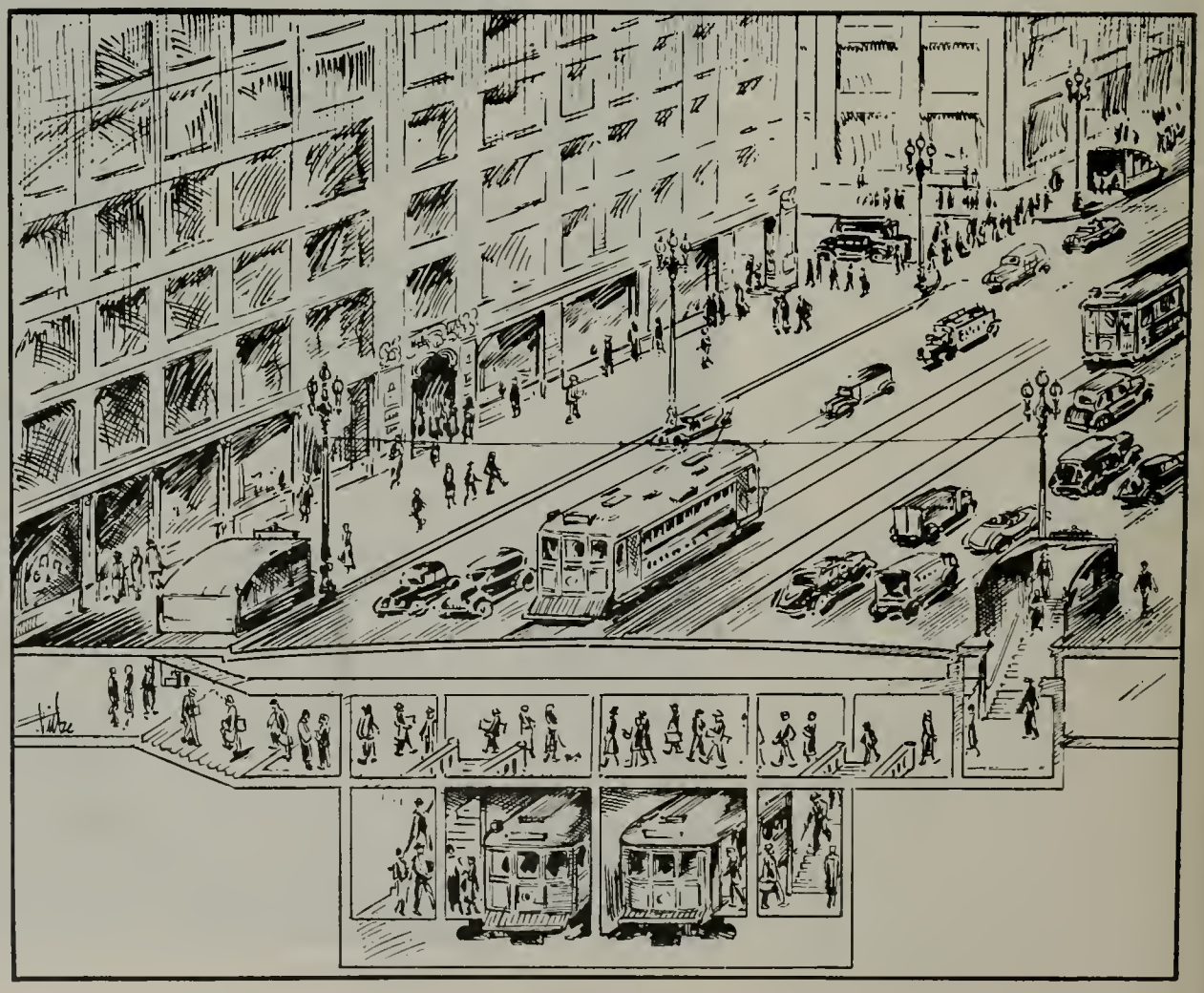

View of Market Street with Rapid Transit Completed

Proposed Sewer Bond Issue of 1937

Election November 2, 1937

By JOHN J. CASEY
City Engineer

THE City of San Francisco has on the ballot for approval on November 2, 1937, a sewer bond issue for $5,000,000 which is to be used for the extension of existing trunk sewers, additions to sewage treatment plants, and the replacement of existing main sewers that are beyond repair.

It is of extreme importance, from the standpoint of health and sanitation, that the bond issue be approved in order that the sewer system may be brought up to the proper standard by these extensions and replacements, and, as the work is of such magnitude, it can best be accomplished by a bond issue at this time.

Many of our existing sewers are very old and are practically worn out. The records of the majority of them were destroyed by the catastrophe of 1906. We know, however, that many of them are over fifty or sixty years old; to this day there are some wood boxes serving as sewers.

Even the damage caused by the disaster of 1906 has not been entirely taken care of. Only those sewers that were practically destroyed and had caved in were given attention.

A large part of the City of San Francisco bordering on the waterfront is subject to settling ground, and over a certain period of time this settling action produces sumps, thus preventing the sewers from functioning and also creating insanitary conditions. Firms whose buildings are served by these sewers naturally suffer thereby, and serious damage is sometimes caused by their basements becoming flooded.

On account of the lack of main sewers, new industrial and residential development is retarded, as a result of which a considerable amount of tax money is lost to the city.

It will be necessary, over a period of years, to establish sewage treatment plants in order to prevent the raw sewage from emptying into the bay waters. It is proposed to develop this program gradually by obtaining the necessary lands for certain extensions to these plants.

The program for the development of sewage treatment plants is in accordance with the recommendations of the Board of Consulting Sanitary Engineers.

The Director of Public Works has been endeavoring for some time to develop a comprehensive and coördinated system of sewers and drainage facilities

JOHN J. CASEY
City Engineer

to which all new construction must conform. He is continually receiving complaints from property owners, business firms, and also corporations that desire to institute new residential and commercial development, but the lack of sewers, or the poor condition of the sewers, prevents this, and until capital funds are provided through this proposed bond issue, no relief can be given.

The immediate requirements for the reconstruction and extension of sewers and sewer plants would cost at least $10,000,000, but I believe that a partial program of reconstruction and extension could be put into effect for about $5,000,000 and, upon completion thereof, action could be taken for an extension of the program as conditions warrant and the development becomes essential.

It is planned to spread the expenditure of the funds from this bond issue over a period of five years, and the proposed work to be accomplished is as follows:

For the extension of existing trunk sewers into new industrial and residential areas, making possible the construction of new homes and factories, $1,150,000.

For the extension of sewage treatment plants in order to prevent the raw sewage from emptying into bay waters, $2,000,000.

For the replacement of existing main sewers that are beyond repair, $1,850,000.

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The Junior Recreation Museum

By JOSEPHINE D. RANDALL
Superintendent

ANY recreational program that justifies itself in any situation must do so in terms of what it, as activity, means to the individual it touches. I could tell you of the hundreds of thousands who have participated in the varied programs of activities on our playgrounds and at our community centers; I might tell you that over a thousand persons enjoyed the beauty of the out-of-doors at Camp Mather in the high Sierra during the month of July; that each day hundreds of boys and girls thrill to the joy and rhythm of our musical and folk dancing activities; that our swimming pools have given many, many people the opportunity for fine, vigorous activity and real fun.

I would like to go into details of those activities but today I prefer to tell you of a new adventure in our Recreation Department—of the aims of this adventure and of the reasons for the methods used in this new project which we call our Junior Recreation Museum.

Possibly to many of you a museum has been characterized by your early impressions of an exhibit of Egyptian mummies, tomahawks from an Indian grave or the wax flowers of the 80's and 90's. Our new adventure is a museum in the modern conception of the term—it is a true activity center, a place where boys and girls and young men and women are watching plants and animals live and grow; are constructing model airplanes, model engines, model cars; are making wax flowers, too—but a collection, true to life in color and size, of all wild flowers that grow in the region of San Francisco. These are used for purposes of study and identification. Scale models of old and historic ships are being constructed from blueprints made by the boys themselves; a model of Fort Union has just been finished in complete and accurate detail by a group of boys particularly interested in the early history of California; a kaiak that would please an eskimo seal hunter is nearing completion, while in another wing an authentic picture of the historical development of gardens is being depicted in scale models, the earliest of which shows the Hanging Gardens of Babylon.

A large and constantly increasing stamp collection is on exhibit for study and for use by all interested in philately. A well equipped dark room provides adequate facilities for developing and finishing photographs. Instruction is given in the art of photography, and results of the efforts of our amateurs have received wide recognition.

JOSEPHINE D. RANDALL

A visitor to the museum is first of all impressed by the busy groups of young people, each member of which is absorbed in his work. There has never been a problem of discipline in the museum, and the monthly attendance averages about 3,500. There is no disorder. Each individual is deeply interested in the thing that he is doing, and he is accomplishing the work in a rhythm that he sets for himself. We as recreation leaders are endeavoring to create an attitude on the part of the young people about the things they do rather than about the particular task itself. We know that the process involves the result of the way in which one does a thing rather than the thing that is done.

We want to give to all who participate in the activities of the Junior Museum an opportunity to learn to discover themselves, to learn to live with themselves in a rich and satisfying manner. We are anxious that they make major advances in the relationships of life rather than in the mechanics of living. We want them to be interested in the things people are doing rather than in the finished product alone.

Activities at the museum involve the creation of attitudes in a place of importance above and beyond the mere teaching of techniques and skills.

The Recreation Department has been fortunate indeed in receiving the wise counsel and guidance of an exceptional committee of experts to direct their work in this new endeavor. Dr. Frank Tose, Chief, Department of Exhibits, California Academy of Sciences, has been chairman of the Junior Recreation Museum Committee since its inception. Other members are Mrs. Paul Scherer, E. R. Leach, Dr. Mary H. Layman, Mrs. Rudolph Scheville, Dr. Isabel McCracken and Dr. Harold Jones.

The Smithsonian Institution in Washington, D. C., has made a most interesting contribution of eighty-nine specimens of articles made and used by members of early Indian tribes in the eastern section of our country.

Mt. Wilson Observatory has contributed a series of photographs of heavenly bodies and constellations; also of instru-

(Turn to Page 27)

Model ship building at Junior Recreation Museum.

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The Man Sooy!

"ALL the world loves a lover," but in this material twentieth century those of us who are more concerned with economic welfare and the progress of our institutions than affairs of the heart admire with even more fervor the *doer* of worthwhile things. 'Tis one thing to dream, to visualize in a practical and useful way; quite another to execute. Seldom does the Creator see fit to incorporate both these qualities in one human form.

We're talking now about California's monument to the livestock industry—San Francisco's livestock exposition now altering the landscape in Visitacion Valley—and the man whose child it is and whose dreams are coming true—Charles H. Sooy—son of the soil, lover of improved animal kind, leader in political, legal and civic affairs, and the man of the century when it comes to raising gold with which to bring his vision into manifestation.

With a will and determination to defeat obstacles and surmount disappointments that would have tried the patience of a Job, this man has steadfastly pursued his purpose and ambition for now more than twenty years—that of creating a permanent livestock exposition home on the shores of San Francisco Bay that will annually portray the industry in a manner quite

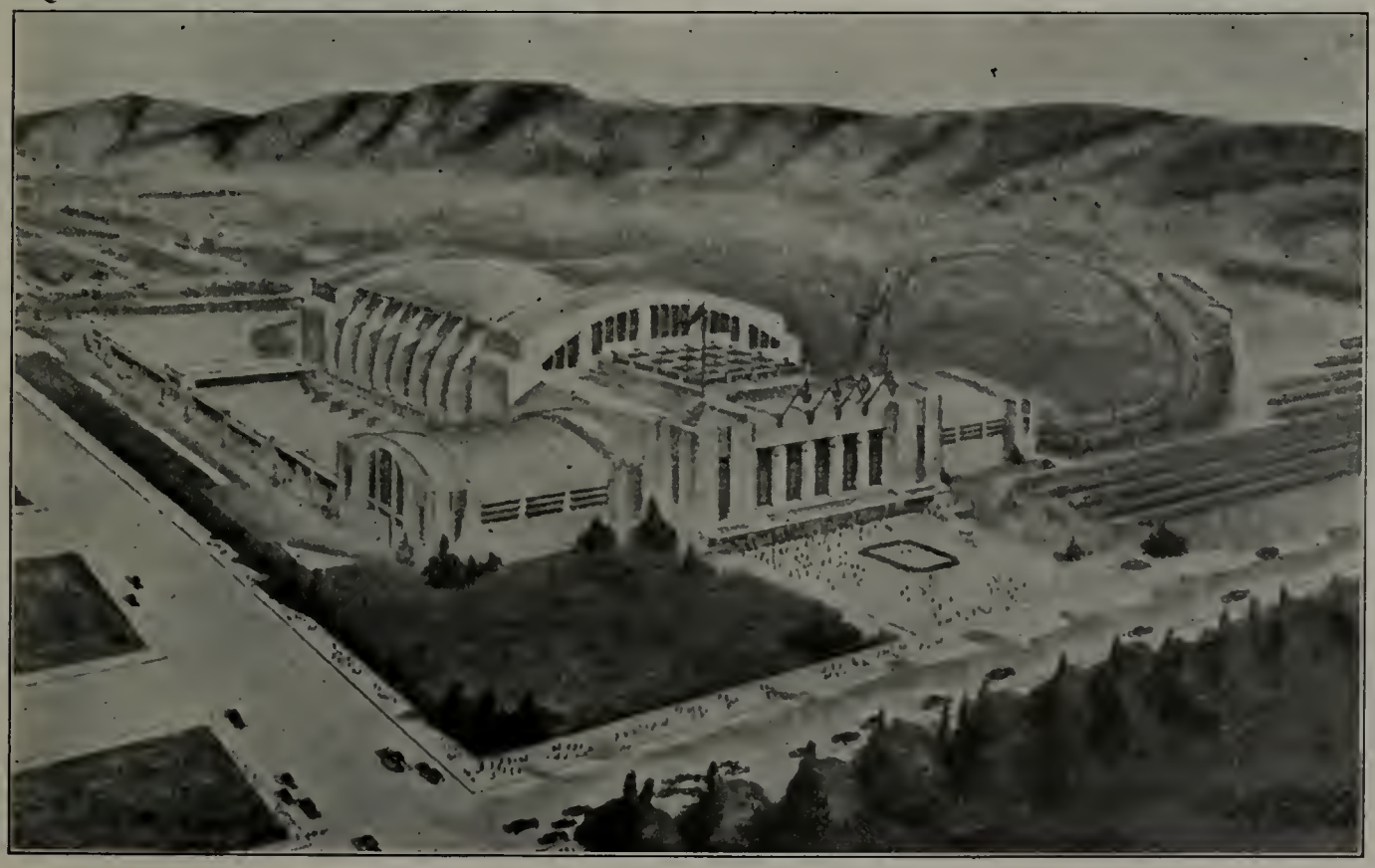
CHARLES H. SOOY

comparable to the livestock division of the Panama-Pacific Exposition of 1915, now historically recorded as the foremost of its kind ever held on American soil.

It was in fact in the atmosphere of this famed exposition in Marina, Mr. Sooy surrounded by a group of leading San Franciscans seated on bales of straw, that the idea took form. That show furnished ample precedent. In quality and scope of exhibits, the significance which attached to awards, and the numbers who came and saw, it was a huge success. In the intervening years, however, the livestock aspects of California's agriculture have grown tremendously, until today there is far more justification for such an exhibition than existed back in 1915. In fact, the maximum development of livestock progress and wealth demands such an institution where can be displayed not only the accomplishments of California's herds and flocks and breeding genius, but where there can meet in constructive competition exhibits from whatever part of the globe may be extended entry—an annual conclave truly national and international in character.

It has been a long and tedious road from the inception of this manger-born idea to the mass of concrete and steel which is rising skyward today as the home of the Grand National Livestock Exposition. In 1930 fifty freeholders of San Francisco and San Mateo counties petitioned the governor for the creation of an agricultural district. Here the real start was made. Promptly District 1-A was formed and eight trustees were appointed. Through the efforts of the then Governor Rolph an appropriation of $250,000 was made available in 1931, contingent upon rais-

(Turn to Page 39)



Architect's Drawing, San Francisco's New Live Stock Exposition *W. D. Peugh, A. I. A., Architect*

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San Francisco Theatres Preparing for World's Fair

By JOHN W. CARROLL

JOHN W. CARROLL
I. A. T. S. E.

San Francisco is stretching out its applauding arms and its voice to again gain rank as one of the great theatrical centers of the world, and this result it will accomplish before the opening of the Golden Gate Exposition, a great world's fair, in the year 1939.

In bygone days no stage success was complete until it had shown in San Francisco. Every great play was produced in this city; every great actor and actress appeared here, and every vaudeville number of renown was welcome. The big names of the theatrical world were familiar. Booth and Barret, Ward and James, Maude Adams, all of them came. So did Patti and Caruso, and Tettrazini adopted San Francisco as her own. Every celebrity the footlights knew came to San Francisco, even the great Bernhart.

To the old Orpheum there came every artist who had won fame on the vaudeville stage. Week after week and year after year it was considered the accepted thing to attend the Orpheum because always there was something good to see or hear.

San Francisco became known as a great show town—one of the best in the world. Those days are now coming back. An inkling of the theatrical rejuvenation has been given during recent months by the appearance of a few real stage successes. At present The Curran is showing "Tonight at 8:30," one of the successes of New York's Broadway. A few others have been here during recent months, and many more are to follow.

There comes, too, the news that high class vaudeville is returning to this city. The Columbia Theater, which a few years ago was the Orpheum, is to return to the realm of its first love, vaudeville. The devotees of vaudeville who traipsed across this stage for so many happy years are to return and give us again those shows enjoyed so much in the days gone by, the era that some old-timers refer to as the "happy days."

San Francisco is coming back as a great show town.

Market Street Movie Palaces Beautified

The United Artists and New Embassy theaters are San Francisco's only home-owned downtown first-run theaters. Herman L. Cohen is owner and operator of both these houses, which have been recently competely remodeled.

One hundred thousand dollars was spent in modernizing these theaters from sidewalk to screen. The modernistic new marquees, fronts and lobbies present a beautiful outward appearance to these outstanding show palaces.

New projection, sound, carpeting, lighting, etc., have all been installed to present in the finest manner the great array of pictures the United Artists and New Embassy will present.

Among the pictures which will be shown are: "Dead End," "Prisoner of Zenda," "Stand In," "Adventures of Marco Polo," "Hurricane," "The Goldwyn Follies," "Nothing Sacred," and many more.

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Rapid Transit Construction a Boon to Labor

By JOHN P. MURPHY
San Francisco Public Utilities Commissioner

WITH more than 40 per cent of the entire rapid transit bond issue to be spent directly for labor in construction, the workers of San Francisco have a bigger stake in the subway proposal than any other group.

Support for the $49,250,000 transit issue appearing on the November ballot is urged by resolution of the Central Labor Council, the Building Trades Council, the Chamber of Commerce, Junior Chamber of Commerce, Citizens' Rapid Transit Committee and many other forward-looking civic groups. Factional strife has been forgotten in this general movement for the progress and prosperity of San Francisco.

The need for drastic improvement in transportation facilities throughout the city has long been apparent. Accredited experts have declared that the only practical answer to our traffic problem lies in subway rapid transit. It is predicted that any increase in the tax rate resulting from the bond issue will be more than offset by population and property value increases due to the improvement.

Paul J. Ost, chief electrical engineer for the Public Utilities Commission, estimates that 4,700,000 man-days of work will be required for construction of the three subway tubes—under Market Street, outer Mission Street, and Montgomery and Geary streets. The project will give work to 4,000 men over a five-year period directly on construction. Besides there are buildings to be erected, others to be shored up, cars to build and remodel, materials, equipment and supplies to be made, maintained and delivered. These things will create work for other thousands and reflect benefits on every branch of labor and industry in San Francisco.

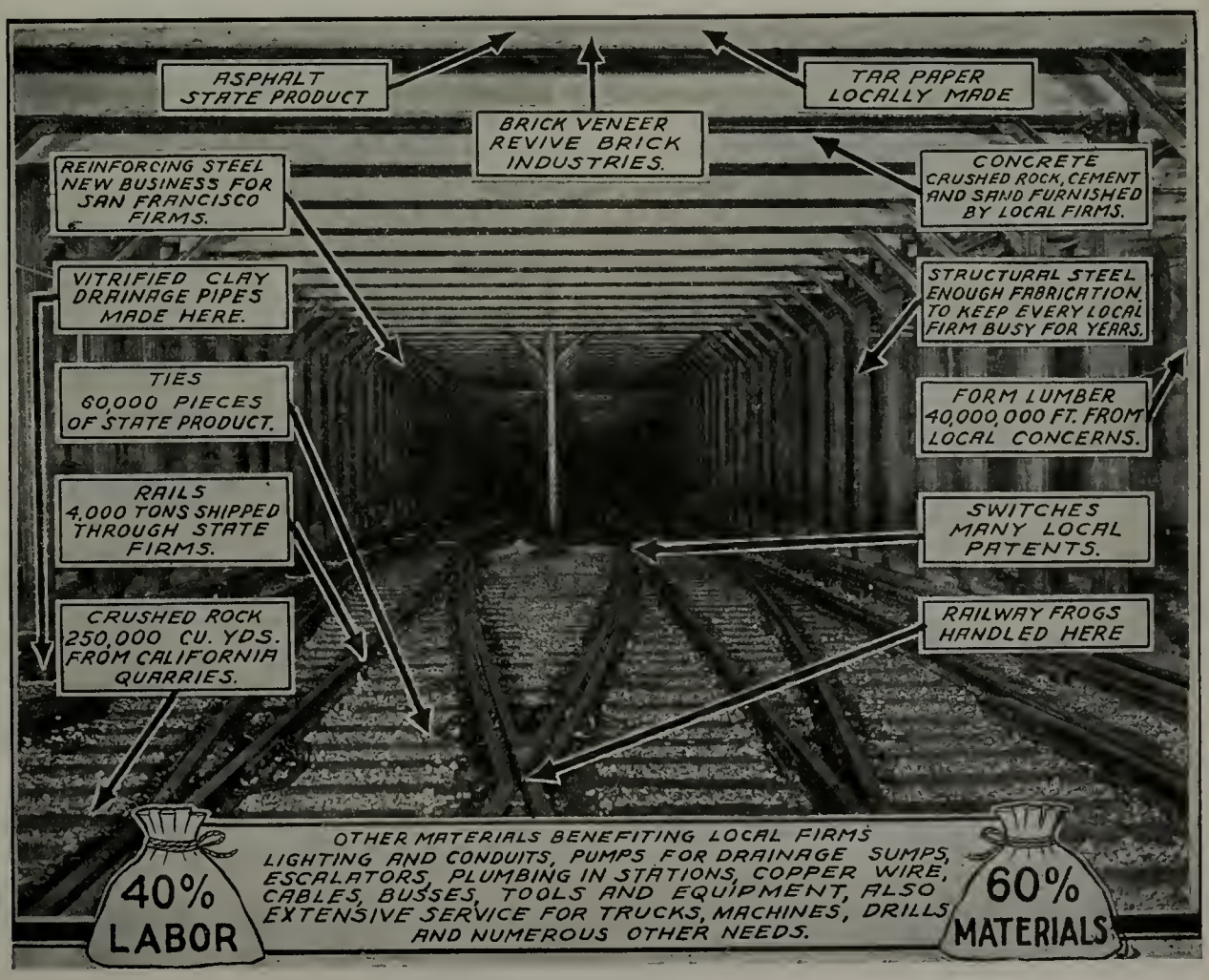
Manufacture and maintenance of shop machinery and equipment, miscellaneous tools, cable, wire, current conductors, substation machinery, supplies and control equipment also will make work for local labor.

Estimates on just a few of the principal materials to be utilized in construction of the subways include:

Lumber	40,000,000 board feet
Cement	250,000 barrels
Crushed rock	250,000 cubic yards
Ties	60,000 pieces
Structural and reinforcing steel	40,000 tons
Rails	4,000 tons
Cars remodeled	127
New cars	35
Busses (trolley and gasoline)	74
Car barns and shops	2
Copper wire and cable	100 tons

All this means work, able-bodied men at work instead of on relief, and general prosperity for San Francisco. The rapid transit system will save from fifteen to thirty minutes in travel time from the downtown district to our homes, it will build up the city and increase property values. It is imperative to prevent loss of population and industrial retrogression.

Description of Labor and Materials to be used in building Rapid Transit Tunnels



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SAN FRANCISCO

Community Chest

IF you hear the boys at the city hall bandying a lot of military titles around among themselves, don't get excited.

It won't mean that they've all signed up in some kind of secret military organization.

It will mean simply that they've gone to work under Assistant Administrative Officer Thomas (Colonel until November 5) Toomey in the interests of the Community Chest appeal.

The general "Buy Health and Happiness" campaign of the Chest started October 20.

But the employees and officialdom of the city and county set an example for the rest of San Francisco's public and private employees by voluntarily getting to work ten days before that time.

The office of Colonel Toomey has imposed strict censorship pending the first campaign report luncheon, but rumors from what war correspondents call "usually reliable sources" indicate the city and county people from Mayor Rossi and Sheriff Murphy right down to the newest laborer on the payroll will have made a good record when returns are finally tabulated.

The portion of this year's $2,090,000 campaign goal allocated to the city and county employees, exclusive of the school department, which has its own division, is $44,000.

This is 13 per cent greater than last year's goal and it's a major reason why Colonel Toomey and his cohorts decided to start early.

The other chief reason is that soliciting the city-county employees isn't simply a matter of going through the civic center buildings.

City employees are not only scattered throughout the city, in remote parks and in district police stations, but several hundred of them are so far from the city that they don't even come in over week-ends.

The most remote battalion in the municipal division or in any other campaign division is composed of two hundred workers at Hetch Hetchy, 189 miles from the city. "Major" John Ryan, engineer in charge, will head solicitation there. Another faraway battalion is based at Camp Mocassin, 150 miles away, where Lloyd McAtee will act as "Major."

"I expect that we will have a very successful campaign this year," says Toomey. "Public employees are coming to realize more and more that the security of any community is intimately bound up with the fate of its less fortunate citizens.

"When the Community Chest adopted 'Buy Health and Happiness for Them' as the theme of this year's campaign they didn't do so merely because this happened to be a pleasant sounding combination of words.

"The slogan actually is pregnant with meaning. And so closely is the happiness of San Francisco related to the welfare of all its citizens that we might restate it 'Buy Health and Happiness—not only for Them—but for yourself, your next door neighbor and the city at large.'"

Secretary Ickes of the Department of the Interior said just a few weeks ago that if Americans individually could take time off and visit the welfare agencies of their cities there would be no doubt as to the success of this autumn's wave of Community Chest appeals.

Most people, and least of all busy city employees, can't take time out for field trips to hospitals, orphanages and day nurseries. But Eneas J. Kane of Mayor Rossi's office, an Adjutant under Toomey in the campaign, is doing the next best thing by presenting the Community Chest story in talks before groups of employees and officials.

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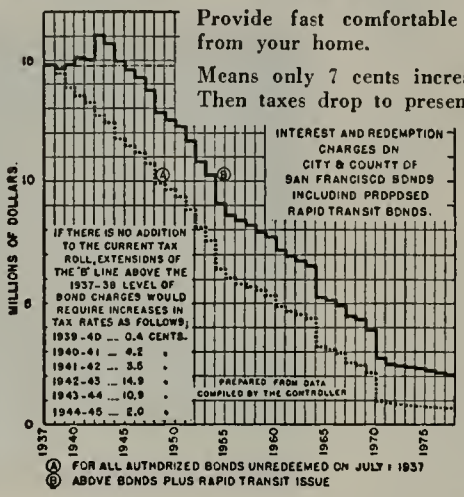

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Junior Recreation Museum

(Continued from Page 17)

ments used at the observatory. These have proved highly interesting to children studying in the field of astronomy.

Bert Walker, director of the museum, has made an unusual contribution of hundreds of articles, made and used by the Mewok Indians, which he personally uncovered, and many of which he sifted from early burial mounds in the high Sierra country.

The San Francisco Museum of Art and the Academy of Sciences have been most generous in their assistance. Loan exhibits are made available by these organizations for our use. They are exchanged every four to six weeks for new and different exhibits and add a great deal to the attractiveness and interest of our museum.

Interesting plans for the future development of the Junior Recreation Museum are under way. The Recreation Commission is acquiring a number of acres of land which we call Corona Heights but which is more familiarly known as Rocky Hill and is located at Roosevelt Way and Fifteenth Street. The central location of this property, its unusual contour and its interesting elevation will make an ideal setting for this particular type of activity. The building which is being carefully planned is particularly fitting for the location and from a short distance will appear to be only a portion of the hill itself. Nature trails, outdoor gardens, wild flowers and shrubs in natural habitat as well as children's playgrounds will make this one of the most unique and fascinating recreation centers to be found in any location.

We hope that we shall be able to develop the activities of our Junior Recreation Museum in such a way that it will become a vital force in the lives of thousands of our young people. Today it is used, not only by groups from the playgrounds, but by Camp Fire Girls, Girl Scouts, Boy Scouts and children from San Francisco's public schools.

This entire project has been under way for less than a year and a half. Today an average monthly attendance totals 3,500. Its growth has been an inspiration to all who have been privileged to participate in its development.

Those interested in the Junior Recreation Museum hope to present its activities and work as an outstanding exhibit and demonstration at the Golden Gate International Exposition in 1939. It is hoped many communities throughout our country may have a representation in the Junior Museum Division of the Recreation Section at the Exposition.

We believe that such an exhibit and demonstration will assist all who view it to visualize the achievements of man, the significant facts of history, and the beauties of nature; to illustrate the principles of science and to provide avenues for creative education through various "activities" or "hobbies," during the free time of young people, and essentially to coöperate with and to aid existing agencies, such as the home, the school, the parks, playgrounds and the varied facilities that are provided in the interests of mankind in seeking to develop and maintain a wholesome personality.

The scope of a Junior Recreation Museum is laid down in a comprehensive way by the Directors of the Children's Museum in Brooklyn, New York. Their purpose is to build up gradually, for the children of Brooklyn and vicinity, a museum that will delight and instruct the children who visit it; to bring together collections in every branch of Natural History that is calculated to interest children, and to stimulate their powers of observation and reflection by collections and pictures, cartoons and charts, models, maps and so on, in each of the important branches of knowledge which is taught in the elementary schools.

The museum through its collection, library directory, curators and assistants attempts to bring the child, whether attending school or not, into direct relation with the most important subjects and appeal to the interest of children in their daily life in the school room, in their reading, in their games and rambles in the fields, and in the industries that are being carried on about them or in which they themselves later may become engaged.

The means of achieving the purposes outlined in their scope are indicated as follows:

"To set up instructive appropriately labelled displays and exhibits which would include natural history specimens arranged with reference to the stories they tell, geographical, geological and historical specimens, models, etc.; to conduct illustrated talks, to inaugurate motion pictures for young people, of travel, of customs, of plant and animal life, etc., and to develop hobbies and interests through 'clubs' or 'sections' and out-of-door excursions organized where interest manifests itself."

The Junior Recreation Museum is a division of the San Francisco Recreation Department. Members of the Recreation Commission extend to all readers a most cordial invitation to visit the museum. It is located at 600 Ocean Avenue and is open daily from 10 until 5.

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Samuel Gompers School

(Continued from Page 13)

is given over entirely to classroom instruction in related technical work and the drafting room.

An extensive and intensive vocational survey is to be made of San Francisco's commercial and industrial enterprises to further study every occupation where vocational school training can be of assistance in making young men and women more employable.

Elevation of the compulsory school attendance age from sixteen to eighteen years in California fifteen years ago placed upon educators the task of taking first steps toward fitting youth, who were not inclined toward a professional or literary future, in skills in the use of tools employed in productive labor.

The collapse of the apprentice system in many industrial trades in recent years and the restriction of immigration quotas which has decreased the number of skilled tradesmen coming from the Old World have created a situation which has given national as well as local concern. The remedy suggested is a return to the old system of indentured apprentices in vogue a century ago with auxiliary and supplemental training to be given by trade and technical schools.

"The trend of teaching, lay and otherwise, too frequently coincides with inclinations and seems unduly to encourage the idea that a literary career is more important than the art of commerce or of skill in the use of tools of productive labor," said Archie J. Mooney, chairman and secretary of the California Committee on Apprentice Training, in a recent discussion on this vital subject. "I think it can be said that, for a long time, a great majority have assumed that the primary and predominant function of education should be concerning problems of culture rather than subsistence. In other words, we have failed to promulgate some necessary functions of education for the purpose of teaching the first essentials of life—the production of the means by which life is sustained."

There are certain fundamental policies, adherence to which is regarded as essential in the development of a program of vocational education, that will best prepare the child for participation in the economic order and for meeting civic responsibilities. These policies are:

(1) The controlling purpose must be the preparation of youth for useful employment.

(2) Separately organized schools must be provided for this type of education. The cosmopolitan secondary school, by reason of its organization, leadership, and objectives, is not a satisfactory type of school in which to give vocational courses.

(3) Such schools must meet individual needs. They should provide training on all the levels at which entrance to employment is desirable, or at which the requirements of employment make it necessary.

(4) Admission to specific vocational courses should be restricted to those pupils who can profit by the special instruction provided.

(5) The constant coöperation of employers and workers in the vocations for which persons are being trained is essential.

(6) The teachers of practical vocational subjects must have had satisfactory employment experience, as well as personal fitness and special preparation for teaching.

(7) The schools must have adequate equipment. This means that the tools, machinery and facilities provided must be as modern and complete as those which the worker will be required to use when he secures employment.

(8) The schools must have an organized placement plan, and employers must find from experience that the schools constitute the best source of supply of trained workers.

(9) The local community, the state and the nation should contribute to the support of these schools and share in the responsibility for their success.

(10) Constant research and readjustment in the light of such research are essential.

(11) Preparation for citizenship in its broadest aspects must be the ultimate objective of all vocational education.

The last United States Census revealed the need for such training if American born boys are to be given equal opportunity with those coming from other lands to acquire journeyman skill in industrial occupations. The census showed, as a typical example, that of the 717 journeyman cabinet makers employed in San Francisco in 1930, 488 were of foreign birth and 229 were native born Americans; the same situation existed for moulders, painters, plasterers, cement workers, carpenters, tinsmiths, brick and stone masons, in fact, in all industries reported, except printing and engraving.

Great strides and rapid advancement in technical educational lines have been made in the eastern portion of the United States, and particularly in certain foreign countries.

The great evening technical schools of London, Manchester, Liverpool, Birmingham, Bristol, and Edinburgh have greatly benefited in manufacturing and have improved the condition of the masses.

The great technical schools of the United States, such as Cooper Union of New York City, Pratt Institute of Brooklyn and Chicago, Mechanics' Evening Technical School of Cincinnati, Franklin Union of Philadelphia, Lowell School for Industrial Foremen of Boston, Wentworth Institute, have done splendid work for the apprentice mechanics.

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Rapid Transit a San Francisco Necessity

(Continued from Page 9)

present a transportation problem seldom found even in cities of 1,500,000 population. Market Street carries twice the traffic of any arterial in the world.

The subway proposal is absolutely non-partisan in character and should have the support of every representative group in the city.

Worries over the cost of rapid transit are allayed with the statement that even with the addition of the proposed $49,250,000 subway issue, the city's bonded indebtedness leeway for public emergencies or other improvements would never fall below the legal limitation of $35,666,912.

As for the tax rate, it will be increased only by some seven cents a year spread over five years, for the amortization of the forty-year bonds does not begin until the sixth year. Then two factors will join to effect in part or entirely the tax obligation. First, interest and redemption charges against present outstanding bonds reach their peak in 1937-38, and then show a tremendous drop. If such charges on all authorized bonds unredeemed as of July 1, 1936, are added to the interest and redemption charges on the rapid transit bonds, the combined total will call for a tax rate in 1946-47 only slightly exceeding the present commitment for 1937-38. Thereafter this combined debt charge will be far below that of the current year.

The second factor is the inevitable increase in property values due to the improvement, meaning more taxable real estate and larger tax returns. Proof of this is afforded by the record of the area served by the Twin Peaks tunnel. Today that once barren acreage is covered with beautiful homes and there has been an increase in land values and improvements of more than $157,000,000. The consequent increase in tax revenues has already paid for the tunnel nine times over.

Fourteen new bus lines, honeycombing the city, additional street cars and modification of present cars, all mean more employment for San Franciscans. Engineers estimate that subway construction will mean five years of steady work for 4,000 men, not counting the thousands of others required for the fabrication and delivery of products and supplies. Most of the $49,250,000 will be spent right here in San Francisco, 40 per cent for labor and 60 per cent for materials.

Few decisions of greater import were ever put up to the voters of San Francisco. The choice is between growth and decline, between metropolitanism and provincialism, between initiative and sloth, between courage and cowardice, between a fatuous pride in past glories and a drive to new and more splendid heights. Whatever the cost of the project, can San Francisco afford *not* to build subways?

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(Continued from Page 10)

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Laurel Hill a Gift for San Francisco

SPURNING the tempting bait of real estate promoters, who are willing to pay a handsome price for the property, trustees of the Laurel Hill Cemetery Association this week went formally on record as determined to perpetuate the memories of San Francisco's pioneer founders by presenting the historic cemetery to the city to be maintained as a pioneer memorial park.

Action of the cemetery trustees which followed a verbal commitment along the same lines, was taken in a resolution unanimously adopted by them. Text of the document, copies of which have been forwarded to Mayor Angelo Rossi and the Board of Supervisors, follows:

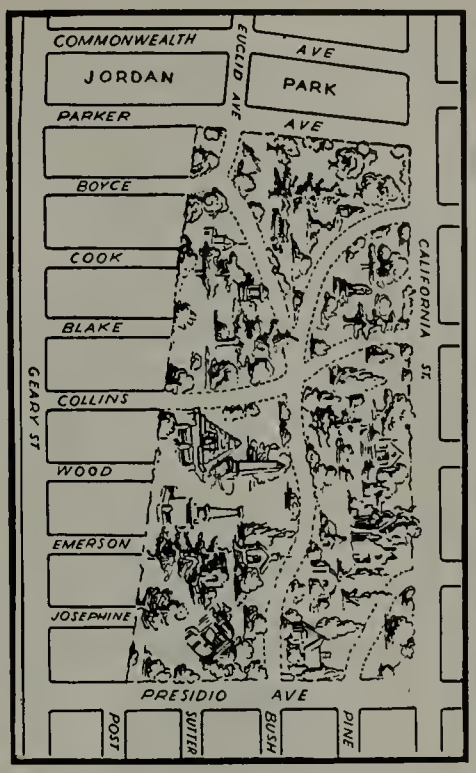
"Resolved, That the offer made by Frank P. Deering, vice-president and attorney for the Laurel Hill Cemetery Association, on its behalf to the Board of Supervisors of San Francisco to make a gift to the city of its land, known as Laurel Hill Cemetery, to be maintained with the monuments by that city as a perpetual memorial park to commemorate the lives of those lying therein, who founded this city, if the ordinance for removal of the cemetery be not passed, was authorized and is hereby confirmed, and

"Be it further resolved, That said offer and promise is hereby formally renewed if said ordinance coming before the electors at the November election is defeated."

Laurel Hill Cemetery, known in the early days of San Francisco as "Lone Mountain," comprises fifty-four acres, valued at between $2,000,000 and $3,000,000.

For years real estate interests have cast hungry eyes upon this tract, the situation of which is incomparable from a scenic standpoint. Trustees of the cemetery association, however, have turned a deaf ear to pleas that the cemetery be removed and the remains of the outstanding pioneers which rest there be transferred to another resting place.

In passing the resolution, W. B. Reis, president of the cemetery association, declared that the desecration of this historic cemetery would be an irreparable loss to San Francisco and expressed the hope that the people of this city will see fit to accept the association's gift when they vote on the Memorial Park proposition next November.



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(POLITICAL ADVERTISEMENT)

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Treasurer

For the fiscal year ending June 30, 1937, actual cash received and disbursed, $158,367,212.04. The office cost of handling $1,000 is 23⅓ cents. In addition thereto the office handled $105,966,008.17 in transfers and interdepartmental accounts which are not included in the cost of handling $1,000. The office collected $1,927,189.28 inheritance tax for the State of California and received $12,369.74 in commissions and fees for making the collections. Bond interest paid $7,672,227. Matured bonds paid $6,922,700.

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Respectfully submitted,
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(Continued from Page 14)

Other safety measures will include installation of automatic block signals to permit minimum safe headways in the subways and along the surface rights of way. Interlocking will be provided for all switches in regular use underground. A complete telephone system will cover all rapid transit routes. An efficient lighting system will care for the subways, with high intensity illumination at all stations. Fans of sufficient capacity will force adequate ventilation through the tubes, even with cars stalled.

To scare the voting public, the "earthquake" bugaboo has been raised by subway opponents. But if a twenty-story Class A reinforced concrete building is "earthquake proof," obviously the reinforced concrete subway tubes, surrounded by pack earth, are infinitely more so.

There will be an escalator of sufficient capacity for heavy traffic at the San Francisco-Oakland Bay Bridge rail terminal station. Pumps for drainage and waste at some stations will be installed at all grade dips.

The subways will make for safety, and any positive accident prevention would be impressive in view of San Francisco's past record. There were 1,095 major and minor accidents along the four-track distance of Market Street last year.

The rapid transit system will take five years to complete, but delay in starting it won't make it any cheaper. Neither will the need grow any less pressing with delay, unless all of San Francisco's present residents move across the bay to live because the bridges offer a faster way home.

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(POLITICAL ADVERTISEMENT)

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TREASURER

The Issue

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The treasurer is a necessary check on the legality of all claims against taxpayers' money, otherwise the office could be abolished with a great saving of tax money.

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The Man Sooy

(Continued from Page 19)

ing a like amount of money through public or private subscription and the acquisition of a building site to be deeded to the state free of all incumbrance. Buffeted about like a rubber ball between the supervisors, the mayor and the people of San Francisco, it was not until 1935 that the district was qualified to receive the state's appropriation. Out of a fund created by the nineteen original promoters, who pledged themselves to the development of the idea on that memorable day in Marina, fifty-five acres on the boundary between San Mateo and San Francisco counties were purchased.

Four hundred fifty thousand cubic feet of earth were shifted to give the site the desired elevation. Federal grants were received in the form of labor and materials amounting to $528,000. Last August the cornerstone ceremonies were held in connection with the erection of the main unit, known as the Arena, to cost $640,000. Then the maritime strike interfered with the delivery of structural steel from eastern ports. Construction was halted temporarily, but during the past spring was again resumed and now the great arches which will support a roof 146 feet from the ground are about to join. This arena, 400 feet long by 300 feet wide, without a single pillar to obstruct the vision, will dwarf any similar building yet constructed in this country and have a seating capacity of 12,000, which can be increased to 30,000 by utilizing the ring.

This key structure will be flanked on all four sides by additional units which will house livestock and commercial exhibits, making a building of fourteen acres under one roof, convertible to other exposition and convention purposes to increase the income possibilities of the plant and its usefulness to the Bay area. The total estimated cost of improvements alone, including a half-mile track and grandstand, reaches $3,000,000. To some these figures may have a ring of extravagance, overbigness and the like, but the prediction has been made by those who know that even the present well devised plans for the flanking buildings will prove to be none too expansive when the opening show is held.

And when will that be? All indications point to the dedicatory show being held as a major feature of the Golden Gate International Exposition in 1939. Developments between the Golden Gate management and the district have been most happy and fortunate. The World's Fair would be sadly incomplete without a livestock department, and yet the space on Treasure Island simply will not accommodate such an array of exhibits as this magnet will draw. Very wisely, the Exposition's board of managers turned to Agricultural District 1-A for the use of its facilities in housing the livestock features. They were willing that $500,000 of the $5,000,000 state appropriation for the World's Fair be diverted to the Grand National and there used for the completion of the necessary features of the stock show plant. This move at once relieved the building fund situation for Mr. Sooy and his district trustees and at the same time will provide the Golden Gate Exposition with a physical equipment for its livestock division such as no show has ever been granted in this country. And, incidentally, by this arrangement the interests of the taxpayers have been well served.

Soon, therefore, San Francisco will join the parade of cities which acknowledge their appreciation of the value of great stock shows every year—such as Chicago, Kansas City, Fort Worth, Denver, Portland and Los Angeles. The latter city has long held its Great Western Livestock Show under the handicap of inadequate facilities. In adding San Francisco and Los Angeles to the great circuit of stock shows, Mr. Sooy was joined by J. A. McNaughton in getting needed appropriations from the legislature of building programs. These men, representing the interests of Agricultural Districts 1-A and 6, worked in closest harmony, thus demonstrating their capacity for foresight and leadership.

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Football at Kezar Stadium

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Director of Public Recreation, in charge of Kezar Stadium

KEZAR SCHEDULE

The following games are the balance of schedule to be played at Kezar Stadium:

October 14 (Thursday)—Commerce vs. St. Ignatius.

October 15 (Friday)—Polytechnic vs. Balboa.

October 21 (Thursday) — Sacred Heart vs. Galileo.

October 22 (Friday)—St. Mary's vs. Idaho.

October 29 (Friday)—Galileo vs. St. Ignatius.

October 30 (Saturday)—Balboa vs. Commerce.

November 6 (Saturday) — Galileo vs. Polytechnic.

November 7 (Sunday)—USF vs. St. Mary's.

November 9 (Tuesday)—Lowell vs. Sacred Heart.

November 10 or 11 (Wednesday or Thursday)—Sacred Heart vs. St. Ignatius.

November 12 (Friday)—St. Ignatius vs. Balboa.

November 14 (Sunday) — Santa Clara vs. St. Mary's.

November 19 (Friday) — Mission vs. Polytechnic.

November 20 (Saturday)—Sacred Heart vs. St. Ignatius.

November 25 (Thursday) — Polytechnic vs. Lowell.

December 4 (Saturday)—USF vs. Michigan State.

January 1 (Saturday) — East vs. West.

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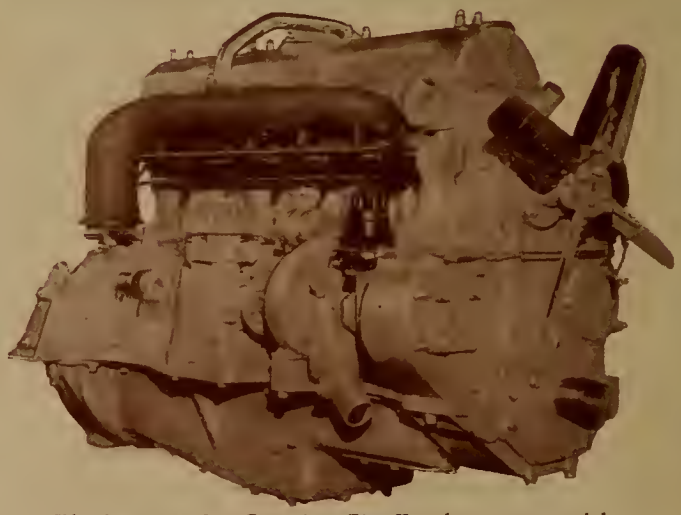

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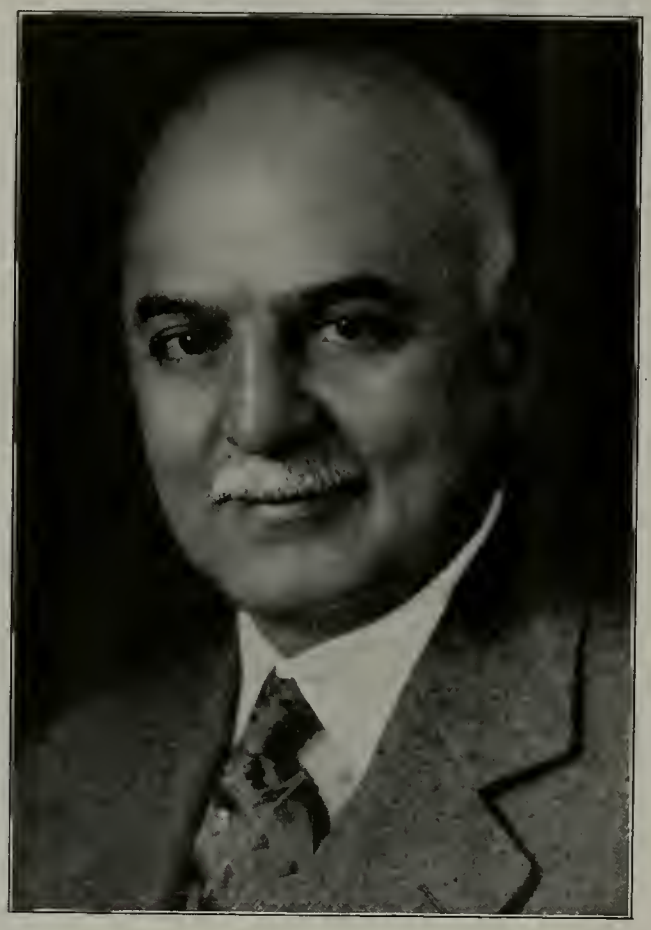
City Officials Will Beautify San Francisco for 1939 Exposition

By ANGELO J. ROSSI
Mayor



HONORABLE ANGELO J. ROSSI
Mayor of San Francisco

IT is quite a natural thing for a great metropolis to make extensive preparations for any outstanding event.

We San Franciscans are confident that the Golden Gate International Exposition of 1939 will mark an epoch in the story of the progress of San Francisco and the entire Bay Area.

In consonance with this idea, therefore, a general program of preparation has been outlined. At a recent meeting of the Board of Supervisors, the Honorable Adolph Schmidt introduced a resolution whereby the Mayor of San Francisco was requested to appoint a Citizens' Committee composed of men and women best qualified to direct and conduct a city-wide education, clean-up and improvement campaign.

As a result of this, it was my pleasure to appoint this committee. It was my idea that every group in each section of San Francisco should be well represented thereon. I have chosen individuals who are leaders in various sectional activities in our city, as well as important personages in the club and business life of San Francisco.

Naturally, someone must take the lead in matters of this sort. Therefore, it will be the policy of my administration to beautify and clean-up city-owned property, wherever it may be located within the confines of San Francisco.

We are most fortunate in having many natural beauty spots which would take on a far more interesting appearance if given additional attention. This the city will do. Our streets will be made more attractive through the cooperation of the Department of Public Works under the supervision of our Chief Administrative Officer, the Honorable Alfred J. Cleary.

Mr. Cleary will brighten up the faces of all our public buildings.

The genial John McLaren, Superintendent of Parks, will, I am sure, exert himself to the utmost in the use of his invaluable horticultural genius to give to our glorious parks and parkways an even more beautiful and colorful appearance than that of which we now so justly boast.

The entire family of city officials is unqualifiedly committed to the utmost type of coöperation with the ideas we have in mind, the City of San Francisco will lead.

City Hall, San Francisco

Get your tickets now for the East-West Game . . . January 1 . . . Kezar Stadium

ALFRED J. CLEARY
Chief Administrative Officer, City and County of San Francisco

SUPERVISOR ADOLPH E. SCHMIDT
General Chairman of Clean-Up Campaign for 1939 Exposition

The purpose we shall have in mind, of course, will be to make the best possible impression on visitors to the Fair to the end that many may lengthen their stay with us and in some instances settle here permanently.

It is my hope that San Francisco property owners and business men, as well as the city government will do everything possible to increase the beauty of our city by cleaning, painting and remodeling their properties.

In this regard, I am pleased that the movement has already gained momentum, even before the first committee meeting, for I have noted with pleasure the announcements from many large business organizations that they will coöperate even to sand-blasting the fronts of their entire buildings. This and many other types of clean-up activities I am sure will be carried on by our great commercial organizations.

We expect, as well, the coöperation of every small home or property owner.

Paint, clean, remodel your properties. If you own a vacant lot, see to it that the property is kept in a state of perfect cleanliness. The great outdoor advertising agencies are going to beautify the grounds around their displays.

All in all, we have a most ambitious plan and I am sure we can successfully execute it.

A cleaner city will pay dividends, not only because of that fact itself, but it will increase the pride that we San Franciscans have in our glorious city, and, of course, will be an added attraction for our tourist visitors.

Therefore, as Mayor of San Francisco, I hereby appeal to all our people to coöperate with this committee to the end that this undertaking shall lend to the greater success of our glorious Golden Gate International Exposition on Treasure Island.

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SAN FRANCISCO WATER DEPARTMENT REVENUE INCREASES

LEWIS F. BYINGTON
President of Utilities Commission

AS the San Francisco Water Department approaches the close of its eighth year under city ownership, it presents a very substantial record of achievement. Progress has been made in service rendered, both as to quantity and quality of water supplied. Rates have been lowered and a very sound financial status has been maintained at all times.

Water consumption for this year has averaged 59.2 million gallons daily, which is a gain of .8 of a million gallons daily over the preceding year and is an all-time peak consumption.

Water sales for the first ten months of the year amounted to $5,818,095 with net profit from operations of $2,755,908 as compared to $2,622,421 for the same period of last year.

The special rates in the higher usage brackets for new and increased usage, put into effect January 1, 1937, with the view of stimulating the sale of available surplus Hetch Hetchy water, have resulted in approximately $190,000 of increased revenue to the department. In accordance with promises made at the time that these special rates were adopted, it is now proposed to make these rates applicable to all consumers after January 1, 1938. Savings to consumers through the several rate reductions inaugurated by the Public Utilities Commission will amount to upwards of $2,000,000 as of December 31, 1937.

Construction of a pipe line is at present underway for the purpose of supplying water to the City of Palo Alto and other peninsula communities. The cost of this pipe line, which has been underwritten by the San Francisco Water Department, will be paid for by the consumers served, through a surcharge on the existing water rates.

Constant effort has been made to attract new business and increase sales, and in line with this policy negotiations are now underway looking toward sale of water to the City of San Jose.

With the Hetch Hetchy sources to draw upon, it has been possible to maintain maximum storage in local peninsula and Alameda reservoirs. Storage in these reservoirs reached an all time high of 59 billion gallons at the end of the last runoff season, and at the close of the year will approximate 40 billion gallons—the same as last year. Draft on the Hetch Hetchy system was greatly curtailed during the year due to abundant local runoff from last winter's rains. The total delivery to date from Hetch Hetchy sources now approximates 36 billion gallons, almost the equivalent of the present combined local storage.

NELSON A. ECKART
General Manager and Chief Engineer, Water Department

EDWARD G. CAHILL
Manager of Public Utilities

Maintenance work has been carried on as usual, with a generally high state of efficiency, resulting for all of the Department's properties. Construction work necessary to the betterment of service and to serve new consumers has been carried on with due consideration to economy of operation.

The $12,095,000 Public Works Administration project is rapidly nearing completion, with all contracts awarded and only two projects remaining to be finished. Aside from the Bond Issue Program, the most notable new project undertaken during the year was the construction of the pipe line to serve the City of Palo Alto and adjacent territory as above mentioned.

A résumé of the financial results of city's operation of the Water Department from March 3, 1930, to November 1, 1937, shows gross income of $50,391,762 with operating expenses of $30,370,834. The net income of $20,020,928 was used for:

Contribution to General Fund	$6,740,603
Bond Redemption	7,515,094
Additions and Betterments	4,441,917
Contribution to Hetch Hetchy Project	1,314,432
Miscellaneous	9,882

Get your tickets now for the East-West Game . . . January 1 . . . Kezar Stadium

New Psychopathic Unit of San Francisco Hospital Opened

J. C. GEIGER, M. D.
Director of Public Health

ONE of the most modern and complete buildings of its kind anywhere in the country was opened by the Health Department on November 9 of this year.

It is a five-story structure of red brick at the corner of Twenty-second Street and Potrero Avenue, adjoining the San Francisco Hospital, and cost $760,915. This is part of a program the Health Department had laid out some seven or eight years ago for which the voters passed a bond issue of $3,500,000.

Owing to conditions at the time, it was deemed advisable to hold up construction until readjustment of the business depression. Actual building started in December, 1934. It was finally completed and turned over to the city July, 1937.

In addition to the offices on the ground floor, there was made provision for a court room, a jury room for the Sheriff's Department, and the County Clerk's Department, whenever it is necessary to hold hearings on mental cases. Immediately adjoining the court room is the judge's chamber and reception room.

Adequate hydrotherapy facilities are connected to each ward with the most

LEON M. WILBOR, M. D.
Superintendent of San Francisco Hospital

modern equipment obtainable. At the end of each ward there is a solarium that is under observation at all times.

Two special three-bed units care for children who are under observation.

Mental patients are being transferred from wards in the main hospital build-

(Continued on Page 9)

Martin Rist, Architect

New Psychopathic Unit, San Francisco Hospital

Twenty-five Years of Service The Municipal Railway of San Francisco

GEORGE FILMER
Vice-President of Utilities Commission

THE Municipal Railway has completed its twenty-fifth year of operation and has continued to render the best service possible to patrons and residents of San Francisco.

Revenues of the Municipal Railway have continued to increase. Operating revenue for the year 1937 amounted to $3,286,000, an increase of about $147,000 or approximately 4.7 per cent over the preceding year. Part of this increase is due to the fact that the larger of the two competing privately-owned street car companies in San Francisco was granted a 2-cent transfer charge on July 6, 1937, which resulted in increased patronage on the Municipal Railway lines. This healthy increase in street car riding for the fourth successive year is gratifying. Although service had to be added to keep pace with the increase in travel, and the cost of wage concessions, etc., further increased operating costs, a net income for the year 1937 amounting to $200,000 is found, as against a net income of $165,000 for the year 1936.

The increase in patronage of the Municipal Railway during the past year resulted in serious overcrowding of street cars. Following its policy of placing profits back into the system in the form of increased service, the Public Utilities Commission added 151 extra car trips daily to the various municipal lines starting in September and October. All available street cars owned by the Municipal Railway are now in operation during peak hours of travel.

Ordinance No. 4.0521 which provides for sick leaves with pay for employees required an expenditure of $19,000 by the Municipal Railway for the six months' period July to December, 1937.

Track, roadway and equipment have been maintained in excellent condition, the sum of $342,000 being expended for this purpose. Fifty-six car bodies and nine buses and service trucks were overhauled and painted, 325 Thermit weld rail joints were installed, 850 lineal feet of single track was reconstructed, 80,000 square feet of asphalt paving was renewed and 37,800 square feet of concrete paving base was placed.

Capital expenditures and replacements amounted to $170,000. This sum includes $23,000 for the railway's proportion of cost of the line "L" extension from 46th Avenue and Taraval Street to a terminal on Wawona Street near Fleishhacker Playfield, a total of .90 of a mile of single track; $17,400 for resetting trolley poles on Van Ness Avenue, Market Street to North Point Street; $46,000 for reconstruction of Market Street, Geary Street to Sutter Street; $5,000 for track reconstruction on Market Street, Fremont Street to Embarcadero and $13,800 for miscellaneous track and equipment replacements.

Six new modern buses were purchased at a cost of $60,000 to replace obsolete equipment and improve service. One old tower truck was replaced by a new tower truck at a cost of $4,800.

Rail operation on the Bay Bridge is scheduled to be inaugurated in November, 1938, and it is of vital importance to the residents of San Francisco that they be furnished with improved transportation facilities.

On December 1 the sum of $100,000 in bonds of the Railway was retired from earnings so that there now remains an indebtedness of only $1,500,000 against the Municipal Railway properties, which are conservatively valued at $10,000,000.

FREDERICK BOEKEN
Manager of Municipal Railways

Over 84,400,000 passengers were carried during the year, an increase of over 4,000,000 passengers over the previous year. Street cars and buses traveled a distance of 9,000,000 miles. Car service has been increased; a total of 23,000 car hours over the preceding year was operated.

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Mayor Appoints New Executive Secretary

New member of the official family is Eric Cullenward, popular publicity man, who just recently did such a splendid job of successfully managing the Golden Gate Bridge Fiesta, for which he received the unlimited praise of the general chairman, Supervisor Arthur M. Brown, Jr., the city officials, and all the newspapers of Northern California.

ERIC S. CULLENWARD
Executive Secretary to Mayor Rossi

Eric S. Cullenward was born in Sydney, Australia, in 1892, and came to San Francisco at the age of 17, as a guest of the Columbia Park Boys and on a scholarship from Australia to lecture in the schools of California and teach Australian football.

Still as the guest of the Columbia Park Boys, he toured with that then famous organization the length of the Pacific Coast and subsequently went with them on an eight months' tour of the United States.

Instead of returning to Australia at the conclusion of his scholarship, he went into the newspaper business in 1912 and moved up the journalistic ladder from reporter by successive steps from every branch of the editorial room to managing editor of the San Francisco *Examiner*.

His journalistic career was most varied, being at one time news editor of the Vancouver *Sun*, telegraph editor of the Seattle *Times*, day managing editor of the Los Angeles *Examiner* and assistant managing editor of the San Francisco *Chronicle*.

Upon the election of James Rolph, Jr., as Governor of the State of California, he was summoned to Sacramento by the late Governor and made Secretary of the California Highway Commission and editor of the Department of Public Works Bulletin. In order to be closer to the office of the Governor, Mr. Cullenward was taken out of the Department of Public Works and made Chief of the new Bureau of Publications and Documents, later being named Deputy Director of Public Works under the present Director, Earl Lee Kelly.

During his association with the State Government, Mr. Cullenward acted in a publicity capacity and as a close advisor to the late Governor.

He returned to newspaper work upon the death of James Rolph, Jr., and was drafted by Mayor Angelo J. Rossi to help manage his 1935 campaign for reelection.

Following that decisive victory, the Mayor's present Executive Secretary engaged in Public Relations work and specialized in political campaigns.

In December of 1936, he was named General Manager of the Golden Gate Bridge Fiesta and in the face of terrific odds, brought about partial paralysis by San Francisco hotels strike, helped to put on a prolonged and never-to-be-forgotten Fiesta.

Named by Governor Merriam to be the Publicity Director of the California Exposition Commission, Mr. Cullenward yielded to the importuning of Mayor Rossi's closest friends and advisors, resigned from the Commission which was just starting operations and became Executive Secretary to the Mayor, on November 11, 1937.

Those close to the City Hall believe his action in this regard was taken because of the firm friendship existing between the two men, Cullenward having been selected by the Mayor to accompany him to Washington in 1936 as special secretary in charge of matters arising from labor unrest.

Mr. Cullenward has three sons, one of whom, a graduate of the University of Southern California, is a reporter on the *Call-Bulletin*. Another is completing his last year at the University of Southern California and the third is just starting grammar school.

He is one of nine children, all of whom are alive. His brothers and sisters make their home in Australia.

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Psychopathic Unit Opens

(Continued from Page 7)

ing and from the medically medieval detention hospital in the Public Health Building at Polk and Grove streets. Dr. J. C. Geiger, Health Director, said the Detention Hospital, long an eyesore in the city's health service system, will be abandoned.

One ward with twenty-two beds, is being opened on the second floor (for men), and on the fourth floor (for women), of the new psychopathic department. Other wards will be placed in use, if and as the need for bed space increases.

The psychopathic wards represent an accomplishment in hospital architecture, worked out under the direction of Dr. L. M. Wilbor, Superintendent of San Francisco Hospital. Every natural aid to the care of the mentally ill is taken into consideration.

Construction of the wards allows a maximum of fresh air and sunlight, using minimum amount of help. The nurse in charge of each ward is so stationed that the entire ward is under observation at all times.

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By LYALL

LEKOLITE

Dramatic window lighting has been used and discussed for years, but many feel it was really given impetus and started on its widespread usage by Schiaparelli at the Paris Exposition.

The famous creators of fashion were invited to exhibit their latest designs with the stipulation that the material used be cloth of metal in keeping with the "Machinery" theme of the Exposition.

Schiaparelli's sequin and net gown was so striking in its design and femininity that it aroused the ire of all exhibitors and at the eleventh hour was declared illegal. Not to be outdone by the plot against her, Schiaparelli removed the gown leaving a nude figure under a tree of metal leaves and so cross-lighted it with spots that it brought out the display in three dimensions with highlights and shadows and was the talk of the Exposition.

In every display, light should perform two functions. First, it should make the merchandise visible; second, it should enhance the appearance of the merchandise, making it attractive and appealing. The latter function presented the problem; and before this could be worked out into the correct window spotlight, many developments had to be brought out in lenses, globes and color media.

Century Lighting of New York have brought out the Fresnelite and Lekolite which answer the conditions imposed by various window installations.

The Fresnelite gives a light with a soft edge that fades off gradually. It is three times as efficient as the conventional spotlights; and besides being small in size for window work, it is possible to flood the light at a short throw. This light is only 8x9x9 inches.

The Lekolite gives a sharp definition of the beam. The shape of the beam is controlled by built-in shutter arrangements and iris. This light will project stencil designs, and is four times as efficient as an ordinary spotlight. Neither of these lights project any filament image.

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ALCAZAR THEATRE PRESENTS "CRICKET ON THE HEARTH"

By JOHN W. CARROLL

FOR anyone who has yet to get the feel of Christmas, this reviewer suggests a visit to the Alcazar Theatre this week to see the Federal Theatres' production of Charles Dickens' "The Cricket on the Hearth."

The prosaic of every-day life is doffed with hat and coat as one enters the theatre. From busy O'Farrell Street to the poetry of Dickens' time is but a step, it is quickly discovered. The play is done in the period of that day, 1845. One enters to find the house lights half up, the curtain fully up and the stage set with the interior of a cottage of the English countryside, a cheerful fire burning on the hearth. No one is on the stage. The play starts with the entrance of a courteously apologetic old gentleman hastening down the aisle from the rear of the house. He seats himself in a chair beside the fire. He is the Story Teller. He begins the tale of "The Cricket on the Hearth" and one by one the characters in the story appear upon the stage. So naturally do they take up the thread of the story with dialogue and action that one is unconsciously drawn into the living interest of these people of nearly a century ago. Another surprise comes with the conclusion of each act when the curtain is not lowered and the scenes are changed by four carolers, who, dressed so like the illustrations of a Dickens' book they appear to have stepped from between its covers, sing as they go about their work.

Ralph Freud directed the play and he also took the part of the Story Teller. As should and could be expected from his direction of past successes with the Federal Theatre players, Freud has been eminently successful in getting the nostalgic touch of Dickens times and Dickens characters into his current work, both as actor and director.

JOHN W. CARROLL
I. A. T. S. E.

The entire cast has evidently been given the most careful consideration in selection for all fulfilled the demands a Dickens character could make. The settings by Scott McLean and the authentic furnishings by Fred Holmes and Robert Farrell are beyond criticism down to the last detail, even to the chirp of the cricket, the fire on the hearth and the steam from the hundred-year-old copper kettle. Outstanding among the actors are Will Vedder, Grace Cooper, Bettye Hale, Crawford Perks, Art Rivera, Ben Legere, Vera Rothery, Geraldine Allan and Edna Ellsmere.

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one may obtain here. On these pages will be found the addresses of many eating places where one may dine and wine to his heart's content for a reasonable price.

The viands offered in San Francisco may not differ much from those in other centers, but here their preparation has become the work of an artist. There is skilled craftsmanship, testifying to originality and initiative which cannot do otherwise than awaken admiration of the consumer.

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